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TIME-TABLE.

WEEK DAYS.

STATIONS.		A.M.	A.M.	A.M.	A.M.	Noon.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	Dep.	6.40	9.15	10.30	11.40	12.00	1.25	3.00	4.17	5.38	7.10
Yaumati	Dep.	6.50	9.24	10.39	—	12.09	1.34	3.09	4.26	5.51	7.31
Shatin	Dep.	7.02	9.36	10.55	—	12.24	1.48	3.25	4.42	6.04	7.44
Taipo	Dep.	7.16	9.45	11.04	—	12.33	1.58	3.00	4.56	6.08	7.58
Taipo Market	Dep.	7.21	9.53	11.06	—	12.38	2.03	3.11	5.24	6.19	8.03
Fanling	Dep.	7.33	10.03	11.18	—	12.48	2.13	3.21	5.38	6.33	8.13
Sheungshui	Dep.	7.39	10.07	11.22	—	12.52	2.17	3.25	5.42	6.37	8.17
Shumchun	Arr.	7.49	10.13	11.28	12.20	12.58	2.13	3.31	5.34	6.33	8.08

Shumchun	Dep.	7.31	8.05	10.38	11.40	1.50	3.00	4.17	5.18	6.08	
Sheungshui	Dep.	7.25	8.12	10.45	11.47	1.57	3.07	4.24	5.25	6.15	
Fanling	Dep.	7.32	8.16	10.49	11.51	2.01	3.11	4.28	5.29	6.19	
Taipo Market	Dep.	7.43	8.26	10.59	12.03	2.11	3.25	4.42	5.39	6.33	
Taipo	Dep.	7.46	8.30	11.04	12.07	2.16	3.30	4.46	5.44	6.38	
Shatin	Dep.	7.59	8.43	11.17	12.21	2.29	3.43	4.58	5.57	6.51	
Yaumati	Dep.	8.12	8.55	11.29	12.33	2.41	3.55	5.10	6.09	6.58	
Kowloon	Arr.	8.20	9.03	11.37	12.41	2.49	3.58	5.16	6.11	7.06	

SHA TAU KOK BRANCH.

WEEK DAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Fanling ...Dep.	7.45	11.30	2.20	6.25
Shatankok...Arr.	8.40	12.25	3.15	7.20

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.	A.M.	P.M.	P.M.	P.M.
Fanling ...Dep.	7.45	11.30	3.20	6.25
Shatankok...Arr.	8.40	12.25	4.15	7.20

WEEK DAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Shatankok...Dep.	6.30	10.15	2.05	5.00
Fanling ...Arr.	7.25	11.10	3.00	5.55

SUNDAYS AND PUBLIC HOLIDAYS.

STATIONS.	A.M.	A.M.	P.M.	P.M.
Shatankok...Dep.	6.30	10.15	2.05	5.00
Fanling ...Arr.	7.25	11.10	3.00	5.55

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BRITAIN'S LIBERAL PARTY LEADERS.

NEW LETTERS TO HAND: THE OXFORD-LLOYD GEORGE CONTROVERSY.

THE BREACH COMPLETE.

The letter from Lord Oxford to Sir Godfrey Collins and the letter signed by 12 of Lord Oxford's principal supporters, which are printed below, make it abundantly clear that the breach between him and Mr. Lloyd George is complete. They are construed as meaning that at the forthcoming conference of the National Liberal Federation at Weston-super-Mare a vote of confidence in Lord Oxford will be the principal business. Should it be defeated by any chance, Lord Oxford will at once retire from the leadership of the Liberal Party. Of the 12 signatories to the reply, all but Lord Lincolnshire are members of the Liberal "Shadow" Cabinet and Lord Lincolnshire attended a recent meeting of that body. Six members of the "Shadow" Cabinet have not signed the letter. Four of them, Lord Beauchamp, Mr. McCurdy, Dr. Macnamara, and Mr. Masterman, may be regarded as supporters of Mr. Lloyd George. Mr. Ian Macpherson has been ill and away from London during the controversy, while Captain Wedgwood Benn, M.P., declared no more than a year ago that he did not recognize Mr. L. George as his leader. In Liberal circles the letters are regarded as the final chapter of the story, indicating that Lord Oxford holds that Mr. Lloyd George, by his action, resigned from the "Shadow" Cabinet. Lord Oxford's letter to Sir Godfrey Collins was written in order that the position should be made perfectly clear to Liberals throughout the country who may have been somewhat uncertain as to the exact state of affairs.

Mr. Lloyd George has summoned a meeting of the Parliamentary Liberal Party. Whatever happens at the meeting it is clear that there will be a number of the Liberal members of the House of Commons, one of which will continue to recognize the leadership of Mr. Lloyd George and another which will definitely reject it. In the meantime Mr. Lloyd George has accepted an invitation to luncheon at the Manchester Reform Club, and it is taken for granted that he will deal with the present condition of the Liberal Party. He visited Manchester and consulted his friends there after he had received Lord Oxford's letter and before he spoke at Llandudno Junction last week. An emergency meeting of the Executive Committee of the National Liberal Federation has been summoned, while Lord Oxford is to preside at a luncheon which is being given at the National Liberal Club in honour of Sir John Simon.

LORD OXFORD'S POSITION.

Appended are the letters:—

44, Bedford-square, W.C.1.
June 1st, 1926.

My dear Godfrey Collins,—I address these few lines to you that there may be no doubt in the minds of the rank and file of the party, as to the line which I have taken in recent transactions, or as to my present position.

I will deal first with the general strike, and next with the coal dispute. The general strike attacked some of the root principles of Liberalism—the supremacy of Parliament, the freedom of the Press, the right of the individual man to carry on his work, the protection of the elementary liberties of the whole community against the organized invasion of a self-constituted dictatorship. It was in fact a war against society, in which society was bound with all the resources at its command to make certain of victory. This was the united opinion of the Liberal leaders who met in the "Shadow" Cabinet on May 3rd. It was the view to which I gave emphatic expression, at the earliest opportunity, in my speech in the House of Lords the following day.

Later on in the same week both I and Lord Grey sent messages through the only available organ, the *British Gazette*, which were framed with the sole object of encouraging and stimulating the magnificent efforts of the nation. They were sent (of necessity) without any preceding consultation either between ourselves or our colleagues as was Mr. Lloyd George's simultaneous communication to the American Press.

I summoned a further meeting of the "Shadow" Cabinet for May 10th in order that we might explore again the possible roads to an ultimate settlement of the coal dispute. Mr. Lloyd George declined to attend the meeting (in a letter not marked "private") on the ground that the messages sent by myself and others were "declarations of policy made in the Government Press" from which he dissented, and that denunciations on our part of the strike ought to be accompanied by denunciations of the Government who were "equally if not more responsible."

The "Shadow" Cabinet is the substitute when the leaders of a party are in opposition, for the actual Cabinet when they are in office, and it has always been understood that membership it involves similar obligations. I have sat in many Cabinets under various Prime Ministers, and I have not known one of them who would not have treated such a communication from a colleague, sent at such a time, as equivalent to a resignation. I certainly so regarded it. Nor was the difference of attitude and policy which it announced one that in my judgment could be smoothed away as a trivial matter of transient importance. It was clear and clean cut. If the leaders of the Liberal Party as a body had adopted Mr. Lloyd George's view, we should have been doing our best to weaken the authority of the Government, which was for the moment the embodiment and organ of the national self-defence against the gravest domestic danger which has threatened the country in our time. We felt that we were trustees of the traditions of the party and were under a special responsibility to see that it played a part worthy of its past.

I did not think it necessary to reply to Mr. Lloyd George's letter until after the general strike was recalled. My answer, which like his letter of May 10th, was in no sense a private communication, was not published until I had waited for the best part of five days for a reply. I need hardly say that it was written on my own initiative, and that I take full responsibility for it.

NO QUESTION OF EXCOMMUNICATION OR OSTRACISM.

There is no question here of "excommunication" or "ostracism." There is no such process known in the Liberal Party. The leader of a party is neither a Pope nor an autocrat; but he has always claimed and exercised full liberty of choice as to his colleagues and advisers. Mr. Lloyd George, in the exercise of his own judgment, and for reasons which I am the last to question the gravity, chose to separate himself, in the most formal manner, from our deliberations in a moment of great emergency. He was not driven out; he refused to come in.

I come now to the coal dispute. It is a complete and wilful travesty of the facts to represent those who, like myself and the large majority of my colleagues, differed from Mr. Lloyd George's attitude on the general strike, as having adopted and pursued, in regard to the coal dispute, what is absurdly called an anti-Liberal or reactionary line. We are accused, I see, by some of our new monitors in the Press of being content with "sterile platitudes" and "constitutional pedantries." In my speech in the House of Lords, I pointed out in a practical spirit the lines upon which, as soon as the general strike had been cleared out of the way, roads might be found to a peaceful and practicable winding-up of the quarrel between the coal-owners and the miners. Some of my suggestions were subsequently adopted in substance by the Archbishop of Canterbury and those associated with him. Others, and in particular my advocacy of a return to the precedent set by my own Liberal Government in 1912 when we stepped over the heads of both the recalcitrant parties to the dispute with legislation of our own, are, I believe, now regarded by practically all Liberals, and by many who belong to no party, as still indicating the most hopeful way to a settlement. The attempt to claim for any section of Liberals a monopoly of interest, or of constructive suggestion, in this or in any other department of social and industrial reform, is wholly unwarranted in fact.

In conclusion, I must add a few words as to my own personal position. I see that it is insinuated that I have been the perhaps passive vehicle of personal animosities. My record in these matters is well known to my fellow-countrymen, and I can afford to disregard base imputations upon my honour. I am this month completing 40 years of service to the Liberal Party. For a considerable part of the time I have been its Leader, and I have honestly striven, during the last two years, to recreate and to revive the broken fabric of Liberal unity. It has been a burdensome, and in some of its aspects, a thankless task. I will not continue to hold the leadership for a day unless I am satisfied that I retain in full measure the confidence of the party.—Yours sincerely,

OXFORD.

SUPPORT FOR LORD OXFORD.

June 1st, 1926.

Dear Lord Oxford,—We cannot allow you to bear the whole brunt of the criticism which has been directed against you on the ground of your letter to Mr. Lloyd George. It is due to you that we should say unreservedly that we support the course which you, after endless patience and life-long service to Liberalism, have felt obliged to take. Since Mr. Lloyd George broke up the first Coalition and became Prime Minister, he has played many parts, and when he rejoined your at the General Election of 1923, it was obvious to everybody that

(Continued on next column.)

NEW YORK CREAM "BOOTLEGGERS."

HEALTH OFFICERS INDICTED FOR CONSPIRACY.

The Grand Jury in New York have indicted on a charge of conspiracy Mr. William H. Kehoe, for some time assistant Corporation Counsel in the *regime* of Mayor Hylan.

Mr. Kehoe is charged by the police with being the "master-mind" behind the importation into the city, over a period of two years, of thousands of gallons of cream from sources unapproached by the Health Department. In his official capacity, it was his duty to prosecute offences like that with which he was charged. Ten other persons, one of them the secretary of the former Health Commissioner, and another an officer of the Health Department, have also been indicted in connection with these so-called milk scandals.

The District Attorney declared recently that the bribery and corruption of public officials had gone on, on a considerable scale, as part of the scheme for "bootlegging" cream. It is believed that only a small part of the operations has as yet been discovered.

nothing could make this reunion effective, except a willingness to forget past differences and an identity both in machinery and in single-minded devotion to the party. We have done our best to follow your lead in securing these objects, and your own forbearance and chivalry are known to every Liberal; but Mr. Lloyd George has insisted upon retaining separate headquarters and a separate fund. He discouraged the putting forward of more than 300 Liberal candidates at the last election, and his methods have often made us suspect that he has not abandoned the idea of a new Coalition.

His action during the recent general strike has to be regarded in the light of this record. It is obvious to us that his letter to Sir Godfrey Collins was written with an eye to its possible future use, if events had turned out as he anticipated in his communications to the foreign Press. When the strike was over, he stated at Llandudno Junction (May 28th):—"During the progress of the general strike, I refrained from urging criticism as to the past. The nation had to concentrate on fighting the stranglehold." It is astonishing that Mr. Lloyd George should have persuaded himself that this version represents his attitude, for, in his letter to Sir Godfrey Collins (May 10th), refusing to meet you, he wrote:—"I cannot see my way to join in declarations which condemn the general strike while refraining from criticism of the Government, who are equally, if not more, responsible."

Practical suggestions for dealing with the coal dispute are welcomed by all of us and have been made by none more clearly and usefully than yourself; but it seems to us to be pure opportunism to taunt the Government, as Mr. Lloyd George did nine months ago, with being "afraid of facing cold steel"; to refuse to meet his colleagues at the crisis of the strike on the ground that he was opposed to the demand for unconditional withdrawal; and, when that withdrawal took place, to tell his constituents that he was always in favour of the policy that he refused to discuss with you. The difficulties of co-operation in such circumstances are well known to you and to us, although they may not be always appreciated by the general public.

We should therefore think ourselves failing in the duty which we owe to you, and to the Liberal Party, to say nothing of the affection and admiration with which we regard you, if we did not make it plain where we stand. We have done our best in the interests of Liberalism to work with Mr. Lloyd George in the councils of the party, but we cannot feel surprised at your feeling that confidential relations are impossible with one whose instability destroys confidence.—Yours sincerely,

GREY OF FALLODON.	DONALD MACLEAN.
JOHN SIMON.	COWDRAY.
WALTER RUNCIMAN.	VIVIAN PHILLIPPS.
LINCOLNSHIRE.	GEOFFREY HOWARD.
BUCKMASTER.	W. M. R. PRINGLE.
BUXTON.	GODFREY P. COLLINS.

MR. MCCURDY'S STATEMENT.

Mr. C. A. McCurdy, K.C., stated last night:—"I am surprised to read in the letter addressed to Lord Oxford to-day by Lord Grey of Fallodon and others the following paragraph:—'He (Mr. Lloyd George) discouraged the putting forward of more than 300 Liberal candidates at the last election.' I was (jointly with Lord Gladstone and Sir Robert Hudson) in control of the arrangements on behalf of the Liberal headquarters for the election in question. Mr. Lloyd George was never consulted as to the number of Liberal candidates to be put forward, and never interfered in the matter in any way. The election found the party unprepared and insufficiently provided with candidates, but so far as I know a constituency and an opportunity to stand were found for every candidate forthcoming."

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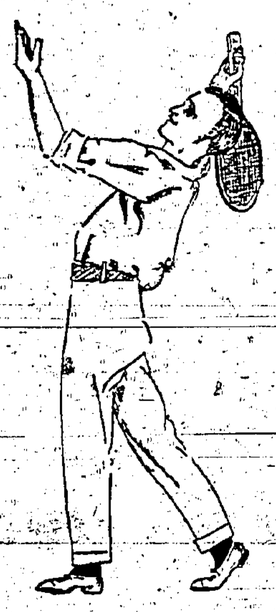

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DIRTY DERBY DAY

CLASSIC RACE RAN IN MUD AND RAIN.

"HOTSPUR'S" COMMENTS.

The epilogue, after all, chiefly concerns Lord Woolavington and Coronach, writes "Hotspur" in the London *Daily Telegraph*. For the second time in five years that much-esteemed owner's colours have been borne to victory in the greatest of races. It was enacted in the most appalling conditions of weather. Ordinary language is altogether inadequate to describe the miseries and utter wretchedness of this day of incessant heavy rain. Always a drab sky, vicious rain that would not concede a moment's respite, and always more and more mud—what an epilogue! For three or four years past we have not been vouchsafed even a decent Derby Day. Sansovino won in mud and rain; Manna won in rain and mud; and Coronach showed his greatness by making every bit of the mile-and-a-half running and winning with five lengths to spare—in rain and mud!

Four years ago on a Derby Day the sun shone on Lord Woolavington's striking colours that Captain Cuttle won him the 1922 Derby. He, too, was a conspicuously easy winner. In that respect what Coronach did was even more impressive. While offering this great breeder and owner of bloodstock most sincere congratulations, and assuring him that the victory was extremely well-received, I may also be permitted to express regret that his health did not permit him to witness the race. In his absence the Derby winner was led in by his daughter, the Hon. Mrs. Macdonald. I think it must be for the first time in history that a lady has led in the winner of the Derby.

It seemed to me that Colorado might have been second had he not eased up before the finish, in that way presenting second honours to Lancegaye. The favourite was certainly second best.

Once a suffragette flung herself in front of the King's horse, Anmer, while a Derby was being run, and she died. This time that unconscionable Derby dog kept in hiding until the leaders had got their heads well turned for home. Then did he dash out on to the course and make a mad dive at the oncoming horses. At the moment Coronach was leading by a length or more from Colorado. Swift and Sure was moving up to them and apparently going well. The dog let the first two go by, but then invited death from the flying heels of Swift and Sure. No one can say for certain whether Lord Astor's colt would have gone on to trouble the placed horses. I do not think so for a moment where the winner is concerned, but the fact that he struck the dog and became unbalanced did undoubtedly most seriously compromise his chance just as he was entering on that last critical run home. I am, however, getting in front of my story.

A POPULAR CHOICE.

I know of many keen critics of our Derby horses—men in particular—who look forward to a quiet paddock inspection during the forty minutes or so before the race, who would not face the ordeal of the wicked conditions. The rain at this time was coming down, as someone said, "like stair-rods." Colorado had his tail plaited as are steeple-chasers when rain is pelting and mud is flying. He was the only candidate so treated, with the idea of seeing to it that no unnecessary overweight of mud should be carried in the flowing tail. What of the conditions for this or that of the most fancied ones? That was an oft-put question. The best answer was that it would be the same for all, and yet any doubtful stayer, say, like Apple Sammy, was bound to have his task made harder. Mr. Lambton did not much mind where Colorado was concerned, though I fancy he would have preferred it otherwise. Apparently Swift and Sure was approved of in the circumstances, as his price continued to shorten until he became a clear second favourite. It all seemed so illogical that Coronach, who had finished a long way in front of him in the race for the Two Thousand Guineas, should be shelved in this way, especially as the friends of Coronach abated not one whit of their hopefulness, amounting almost to confidence. Finglas crept into some favour; Apple Sammy retreated still further, which was hardly surprising; and Lex could not be deposed from the firm position carved out for him by his optimistic owner.

It was indeed on a drenched and dismal scene that the nineteen horses made their entry as a parade. I have seen what has seemed to me twice as many people at Epsom on a Derby Day. Some that got there may never have left the shelter of their cars. The less fortunate, as also the more determined, would be among the thousands along the rails who in the parade gave Swift and Sure something of a cheer, especially when he cantered to the post. This one, clearly enough, was the popular choice to beat the favourite. I must say he seemed a stronger and altogether different horse as he moved really well in his canter.

With his plaited tail Colorado gave the idea of being rather smaller than ever, but he was on his toes, so to say, and pleased when cantered. Coronach, by his size and striking chestnut colour, dominated the parade in every sense, as very soon afterwards he was to dominate the race. He swept down the course to the post less impetuously than he had gone to the post for the Two Thousand Guineas, but yet freely, and as if keen to get on with the job. The mind jogged back to that day when Captain Cuttle, in the same colours, passed the post, giving the impression that he was suspiciously near to actual laziness. Pregals caught the eye because he is so small and lacking in distinction. The Aga Khan's newcomer, Olmiez, who was seeing a racecourse for the first time, is a fine big chestnut with white patterns on the near side. When he had got over some of his excitement he made quite a lot of admirers. He may be a high-class horse some day. Lex cantered with his mouth wide open, and of the others it need only be noted that Pantera was mulish in the climb to the starting post. Considering the weather and the impossible task ahead of him he may not have been such a bad judge.

LANCEGAYE BADLY AWAY.

Captain Allison did not keep them long under his orders, and when they were sent away a hasty glance to both ends of the rapidly straggling field showed Coronach to have dashed into the lead at the outset, while Lancegaye was left many lengths. Two horses had apparently jumped right across him, and so caused the alarming loss of precious ground. Colorado was off all right. His friends must have been grateful and relieved beyond words for that. Weston was able to take a place about fourth, but with not more than a length or two separating him from the flying leader. With them, or between them, were Harpagon and Apple Sammy. Swift and Sure would be about seventh, and placed quite all right. So they progressed up the stiff rising ground, and really there was no change in the order during that first half-mile. When the mile post was reached there was Coronach still in front and going like a highly powered machine. One wondered whether he would be able to keep it up to the end, for in my experience I had never seen a horse win the Derby after making every yard of running, though no doubt it has happened before.

Still Coronach held on through the rain and mud. He came down the hill at Tattenham Corner as if he had been trained on it. Colorado was moving up now just where he was expected to. Swift and Sure was tracking him, but Apple Sammy and Harpagon had shot their bolts. Apple Sammy stopped as if he had broken down. So his jockey thought, but it was merely that he could not carry on beyond a mile or so—a clear case of inability to get the course. Would Coronach be caught? The question had to be answered during the next few seconds, for Lord Woolavington's colt was now heading for home, racing smoothly, with never a sign of cracking. Colorado answered for awhile, but he could never get to grips. The leader just held on relentlessly, ruthlessly, and his triumph was even then shaping definitely enough. Hereabout there was the episode of the dog, and it was left to Colorado to chase home the winner, only to be passed in the last stride by Lancegaye, whose coming into the picture must have amazed those who had noted how badly he had been left at the start.

There was a murmur of a cheer as the winner held on right gallantly to the end, and something more resembling a cheer from the rainsoaked crowd as Coronach and his jockey were escorted back by mounted police to the weighing-enclosure. Childs showed by the minimum of mud on him how surely he had been showing the way throughout. Some of the jockeys that came in with the "also rans" were almost unrecognisable. The winner pulled up well, and showed no sign of being unduly distressed, which was testimony to his training and condition. Here, of course, is where his trainer Fred Darling comes in, and it follows that he is entitled to great praise for his notable share in the triumph. Coronach is his third Derby winner in five years. Captain Cuttle, Manna, and Coronach—a brilliant trio in every sense! I really think that his achievement with Coronach is the biggest of all, for he has done wonders with a big colt that might have gone the wrong way had he not been most skilfully managed in training in every particular.

TELLING THE WORLD.

The Eastern Telegraph Company state that the times taken in transmission by cables over its lines giving the name of the winner of the Derby were as follows:—

Egypt	10 sec.
India	15 sec.
South Africa	15 sec.
Valparaiso	15 sec.
Shanghai	30 sec.
Australia	60 sec.

LUCK OF THE SWEEP.

FINCHLEY MAN'S FORTUNE.

The holder of the winning Coronach ticket in the Calcutta Sweep was Mr. Robert Bishop, head of the policy department of Messrs. Hartley Cooper & Co., insurance brokers, of Cowper's-court, Cornhill, whose home is at Finchley. As holder of the ticket he stood to win £120,000, but had parted with seven-eighths of it. For the remaining eighth he is entitled to receive £15,000, and he secured £7,000 for a half-share. Mr. Bishop had expressed the intention of carrying on at business were he to win.

Mr. Percy Phillips, O.B.E., a former Welsh Rugby international, won the Baltic Sweep. He sold half his ticket for £725, and as the prize is £8,000, Mr. Phillips is winner of £4,725.

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Big Game shooting
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The Return Fare to Batavia from Hongkong is $300.

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NORTH BORNEO CHAMBER OF COMMERCE.

Minutes of a Committee meeting held on Friday, June 4th:—

PRESENT:—The Hon. Mr. F. W. Pinnock (in the chair), Mr. S. D. Key, Mr. R. D. Hence, Mr. G. Mayor, Mr. Soh Siew Boh and Mr. C. K. Langlands, Hon. Secretary.

ABSENT:—Mr. C. B. Brewer, the Hon. Mr. W. B. Johnston and Mr. H. J. Walker.

MINUTES:—The minutes of the meeting held on April 9th were confirmed and signed.

RESIGNATIONS:—The resignation of Messrs. The Bangawan Rubber, Ltd., and Messrs. The Tuaran Rubber Estates, Ltd., were placed before the Committee and accepted with regret.

DISTRIBUTION OF CHANDU:—This matter was discussed at length, and the feeling of the Committee was sympathetic towards the attitude adopted by the North Borneo Planters' Association, vide the Minutes of that body recording the proceedings at a meeting held by them on May 11th, 1926.

It was felt, however, that East Coast Estates were placed somewhat differently owing to their more scattered position and communication difficulties. The Committee were of opinion that, where possible, Government should be requested to arrange its own controlled Chandu distributing depots on all Estates employing a large labour forces and where consumption of the drug was at present customary. Where, however, it could be genuinely claimed such distribution centres were unwarranted these estates, providing there is no conscientious objections on the part of the staff employed in the business, should be recommended to attend the distribution of Chandu (as required by Government and including the keeping of the necessary registers, etc.) subject to Government making generous re-imbursement to cover all distributing costs such as:—

(a) Wages of extra clerical labour employed.
(b) Rent of premises.
(c) Reasonable interest on money employed in keeping stocks and for stocks in transit.
(d) An allowance adequate to cover loss through deterioration, broken packets, etc.
(e) Freight, insurance and all transport charges from Sandakan Excise to Estates.
(f) Insurance of stocks against fire, theft and fidelity of employees engaged in handling them.

and any other expenses properly chargeable against the revised distributing methods.

Also that Government be asked to indemnity all Estates and Estates employees against any contravention of the Poisons and Deleterious Drugs Ordinance, 1923, which might arise through the distribution of Chandu in accordance with Government scheme.

It was resolved to send a copy of these Minutes to the Commissioner of Excise and invite his attention to the serious results which might accrue probably endangering life and property unless satisfactory arrangements for Chandu distribution were completed before June 30th—the date given for the cancellation of licenses to the present distributors.

NORTH BORNEO PLANTERS' ASSOCIATION:—A copy of the minutes of the meeting of the Association held on May 11th, 1926, was tabled.

The following import and export figures for the State have been supplied by the Commissioner of Customs and Excise for the 1st quarter, 1926:—Imports value, $1,818,692; exports value, $5,661,391.

LORD READING'S EARLY DAYS.

A GERMAN REMINISCENCE.

In a recent article dealing with the romantic career of the Marquis of Reading, and recounting his rise to the highest political honour in the British Empire, the Cologne Jewish Liberal newspaper (*Jüdisch-Liberal Zeitung*) regretted that it lacked information as to certain periods of his early days in commerce. It now publishes an interesting communication from a big firm of potato and vegetable brokers at Magdeburg, Messrs. Junker and Heynemann. It runs:

"In the year 1877 Lord Reading (then Mr. Rufus Isaacs), afterwards British Viceroy in India, was sent to Germany by his father, Mr. Joseph Isaacs, who had a big potato and fruit business in London, to buy potatoes for the firm. He accordingly came to Magdeburg to our firm, which had business relations with his father, and bought potatoes, which he shipped to England. He remained with our firm for a year as a voluntary worker to learn business, and was greatly befriended by the then proprietor, Herr Gustav Heynemann, head of the Jewish community in Magdeburg, who died two years ago. Among the latter's effects a photograph of Rufus Isaacs was found, taken during his stay in Magdeburg in 1877. This photograph was sent to Lord Reading at Simla, in India, and he duly acknowledged its receipt in the following words: 'I am directed by his Excellency Lord Reading to thank you for the old photograph taken during his stay in Magdeburg in 1877, and for the thought which prompted you to send the interesting picture.'

"A copy of the photograph was retained by the firm. It shows the young Rufus at the age of 17, dressed in the old-fashioned clothes of that period. By his side is a chair, on which is an open book. By this and by his intellectual features one can see that even then he gave unmistakable evidence of the cleverness which raised him to his great eminence and made his name one of the most honoured in the annals of Jewry."

THE LIVERPOOL & LONDON & GLOBE INS. CO., LTD.

The combined Fire, Accident and Marine Premium Income of the above Company, according to the 90th annual report just issued, amounted to the grand total of £10,039,028 as compared with £9,246,025 in 1924, showing an increase of £793,003.

Fire premiums, at £4,928,131, show an increase over 1924 of £249,877. Losses amount to £2,500,000, representing a ratio of 50.73 per cent. against 52 per cent. in 1924. After placing to reserve 40 per cent. of the increase in premiums there is a balance of profit amounting to £218,782, which is carried to Profit and Loss Account.

Premiums in this department amount to £4,734,231 as compared with £4,228,211 in 1924 showing the very satisfactory increase of £328,020. Payments under policies amounting to £2,337,615 and after placing 40 per cent. of the increase in premiums for unexpired risk the sum of £134,028 is carried to Profit and Loss Account.

The Marine Department premiums amount to £356,666 or £15,106 more than in 1924, while claims of £278,933 are £13,118 heavier. After making ample provision for all outstandings the sum of £29,182 is transferred to Profit and Loss Account.

In the Life Department the gross new business completed amounted to £1,906,851 an increase of £177,249 on the previous year. The new net sums assured amounting to £1,478,351 which shows a small falling off of, £76,252 as compared with last year's figures.

Claims by death amounted to £214,591 as against £239,479 in 1924 showing an unusually light rate of mortality and testifying to the care exercised in the selection of risks.

TOBACCO AND EYESIGHT.

The following letter recently appeared in the London *Times*:—

Sir,—Tobacco toxæmia, which is the cause of tobacco amblyopia, if allowed to continue, is liable to convert the condition of the optic nerve fibres from one of inflammation into one of atrophy, with permanent loss of vision. It may be pointed out that apart from the failure of sight, the marked distinguishing feature of tobacco amblyopia is the loss of perception for the colours red and green. In the days of the half-sovereign it was impossible for the victim of excessive smoking to note the difference between the gold and a sixpence.

In hospital practice one found that in middle-aged men excessive smoking meant smoking a quarter of an ounce of shag daily as the minimum limit. Absolute abstention from tobacco was inevitably the remedy. In many cases this advice was warmly resented by the men; they were unable to understand why a habit maintained for 20 years could possibly become harmful. In one case a bargeman failed to improve under treatment; he denied having smoked, but on further inquiry admitted that he had taken to chewing. Another case was that of a carpenter. This man had paid an optician one guinea—in instalments—for a pair of spectacles to improve his sight. Persons suffering from tobacco toxæmia have always a characteristic appearance, and a glance at his face at once suggested the dignosis of his case, which was subsequently confirmed on examination. Another infallible sign of tobacco toxæmia is tremor of the hands, as shown with the arms outstretched in a parallel position.

I am, Sir, yours truly,
PERCY DUNN.
Wimpole-street, W.1, May 31st.

THEATRE GIRLS' HOSTEL.

CHAPLAIN'S GOOD WORK IN PARIS.

A very interesting gathering was held at midnight recently at the Theatre Girls' Hostel in the Rue Duperre, Paris, which, after being in operation for some time, was officially inaugurated. After the theatrical performances artists came from all the theatres, and, when the Marchioness of Crewe and a party from the British Embassy, and Mr. H. G. Mackie, the British Consul-General, arrived, there was barely standing room. The story of the foundation, by the Rev. F. A. Cardew, chaplain of St. George's Church, of this useful institution, which is doing a most admirable work for English and American girls connected with the theatrical profession, was related, and on behalf of the theatrical profession the founder was presented with a study armchair in recognition of his work for the stage, while Mrs. Cardew was presented by the girls with a bouquet of flowers in a beautiful glass vase. Among the 300 artists present were the Dolly Sisters, Miss Nina Payne, Miss Jenny Golder, Mr. Edward Stirling, and the managers and directors of the large music-halls and the "No, No, Nanette" company.

EXCHANGE RATES.

[BRITISH WIRELESS SERVICE.]

	Rccvy. June 28th.
Paris	167⅝
Brussels	170⅜
Amsterdam	12.11⅜
Berlin	20.44½
Copenhagen	18.35½
Vienna	34.50½
Helsingfors	193½
Lisbon	2.33/64
Buenos Aires	45½
Shanghai	3/0
Yokohama	1/11⅛
New York	4.86.23/32
Geneva	25.12½
Milan	133¾
Stockholm	18.12½
Oslo	22.16
Prague	164.1/16
Madrid	30.24
Rio	7.51/64
Bombay	1/5.57/64
Hongkong	2/3⅛
Silver (spot & forward)	30 3/16

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ANNA Q. NILSSON, VIOLA DANA AND VICTOR McLAGEN
IN
REX BEACH'S GREAT DRAMA
"WINDS OF CHANCE."

STARTING THURSDAY.

THE LAUGHTER HIT OF THE SEASON
"THE COHENS AND THE KELLYS"

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TO-DAY ONLY.

MAE MURRAY
IN
"BROADWAY ROSE"
A METRO-GOLDWYN PICTURE.

FREEMASONRY.

UNITED GRAND LODGE OF ENGLAND.

The Duke of Connaught, Grand Master, presided at the quarterly communication of the United Grand Lodge of England, at the Central Hall, Westminster. Colonel F. S. W. Cornwallis, C.B.E., then was invested as Deputy Grand Master in succession to the Right Hon. Sir Frederick Halsey, Bt., who recently retired from the office on account of advancing years. Colonel Cornwallis has been Provincial Grand Master of Kent for twenty-one years and succeeds his uncle, the third Earl Amherst, who was Deputy Grand Master of England from 1896 to 1898, and who was also Pro-Grand Master from 1893 to 1908.

The eight members of the Board of General Purposes appointed by the Grand Master were Messrs. Charles Aburrow, P.Dist.G.M., Transvaal; Stanley Machin, P.G. Treasurer; Sir Kynaston Studd, P.G.D.; Louis H. Hornby, P.G.D.; B. Marr Johnson, P.G.D.; H. Percy Monckton, P.G.D.; Sir George A. King, P.G.D.; and Charles F. Quicke, P.G. Supt. Wks. The four members to represent London lodges on the Board were elected, *viz.*, Messrs. H. C. de Lafontaine, P.G.D.; J. Russel McLaren, J.G.D.; C. J. V. Rankin, P.G.D.; and Rev. H. G. Rosedale, P.G.C. The four Provincial members elected were Messrs. George Leigh, P.G.D.; C. A. Roberts, C.B.E.; Major R. L. Thornton, P.G.D.; and Bernard Sugden, P.G.D.

The Grand Master presented Hall Stone Lodge medals in connection with the Masonic Peace Memorial to representatives of nineteen lodges, twelve of which meet in London, three in West Yorkshire, and one each in Herfordshire, Suffolk, Surrey, and Bombay.

The report of the Special Committee of the Masonic Peace Memorial was presented by the Chairman, Sir Alfred Robbins, which stated that Messrs. Ashley and Newman, of 14, Gray's Inn-square, London, had been successful in the final competition for designs for the new buildings to be erected in Great Queen-street, W.C. These designs are on view at the Royal Institute of British Architects until the 9th inst. It was reported that the amount now invested to the credit of the Fund in short-date British Government securities is £800,000.

FILMS IN AUSTRALIA.

DEMAND FOR BRITISH PRODUCT.

Mr. H. E. Pratten, Commonwealth Minister for Trade and Customs, desires to assure the British film industry that the Commonwealth Government is sympathetically watching the efforts to produce a regular supply of high-class films. The Australian Government, he says, will use drastic powers under the Customs tariff and in other directions to assist the introduction of British films on the Australian market, where American companies are strongly entrenched. Apart from a genuine desire to assist British industry, Mr. Pratten adds, the Government regards the question of propaganda as an important aspect of the matter. Censorship will be exercised in Australia in all cases in which British prestige is affected. As soon as a continuous supply of British films becomes available the necessary action will be taken.

Suffering from loss of memory, a man aged 28, who was found wandering at Upminster, Essex, was taken to Old Church Hospital, Romford.

HONGKONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JUNE 29TH, 1926.

Hongkong Bank	$1,130 sel.
Do., London	£131 nom.
Chartered Bank	£20 buy.
Mercantile Bank, A. & B.	£30½ nom.
Do., C.	£13½ nom.
P. & O. Bank	£9½ nom.
East Asia Bank	$33 nom.
Canton Insurance	$640 buy.
China Underwriters	$1.80 buy.
North China Insurance	Tls. 145 nom.
Union Insurance	$225 nom.
Yangtsze Insurance	$37½ buy.
China Fire Insurance	$200 buy.
Hongkong Fire Insurance	$585 buy.
Douglases	$24½ nom.
H.K., U. & M. Steamboats	$26½ sel. & sa.
Hongkong Tugs	$52½ nom.
Indo-Chinas (Pref.)	$20 nom.
Do. (Def.)	$48 nom.
Shell Transports	92/- nom.
Star Ferries	$68½ nom.
Waterboats	$15 nom.
China Sugars	$24½ buy.
Malabon Sugars	$34 nom.
Benguets	$1½ sel.
Kailan Mining Ad.	41/- nom.
Langkats (combined)	Tls. 23 sel.
Do. (single)	Tls. 12½ buy.
Shanghai Explorations	Tls. 5½ nom.
Shanghai Loans	Tls. 7 nom.
Raubs	$5 sel.
Tronoh Mines	55/- nom.
Ural Caspians	8/- nom.
H.K. & K. Wharfs	$131 sa.
H.K. & W. Docks	$54½ buy.
Hongkews	Tls. 170 buy.
New Engineerings	Tls. 54 buy.
Shanghai Docks	Tls. 106 buy.
H.K. & S. Hotels	$10.35 nom.
Hongkong Lands	$166 sel.
Hongkong Realtys	$5.90 buy.
H.K. Territorials	$5 nom.
H.K. Developments	20 cts. sel.
Humphreys Estates	$14½ buy.
Prince's Buildings	$25 nom.
Rural Lands	$4½ sel.
Ewo Cottons	Tls. 2½ sel. 2.35 sa.
Orientals	Tls. 2.80 sel.
Shanghai Cottons (old)	Tls. 53 nom.
Do. (new)	Tls. 28 nom.
China Buses	Tls. 10½ buy.
Hongkong Tramways	$24 sa.
Peak Trams (old)	$16½ buy.
Do. (new)	$7.00 nom.
Singapore Tractions	12/- sel.
Taxis	$4 sel.
Amusements	$11½ nom.
Canton Ices	$7½ nom.
Cements (combined)	$14 nom.
Do. (old)	$13 nom.
Do. (new)	$3 nom.
China Lights (combined)	$22 nom.
Do. (old)	$10½ nom.
Do. (new)	$12½ buy.
China Providents	$6.05 buy., 6.15 sel., 6 sa.
Constructions	$24 nom.
Dairy Farms	$19½ nom.
Der A Wings	$6 sel.
Hongkong Electrics	$67 buy., 67½ sel., 67½ sa.
Macao Electrics	$35 nom.
H.K. Ropes (combined)	$29 sel.
Do. (old)	$10 sel.
Do. (new)	$5 sel.
Lane Crawfords	$9 nom.
Mackintosh	$19½ nom.
Sinceres	$11 nom.
United Asbestos	$20 nom.
Watsons (old)	$13 nom.
Wm. Powells	$61 buy.

buy.—buyers; sel.—sellers; sa.—sales nom.—nominal.

DUTCH GIANTS TO WED.

ANNAN, Scotland, May 27th.

Miss Kustje Van Dyk, 7 feet 11, weight 350 lbs., shoes No. 12, is to wed Jan Van Albert, who is a bit taller. It takes nine yards of cloth to make her a coat. She and Jan are natives of Holland.

"Viyella"

The Ideal Flannel for Summer Suits

Is a safeguard against colds as with excessive perspiration it never strikes chilly.

Excellent for sports wear.

Is economical as with repeated washing it does not shrink and wears well.

We confidently recommend "Viyella" and guarantee to replace any shrunken garment.

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MONDAY, June 28th to SAT., July 3rd.

A SPECIAL SALE

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VOILES, RATINES, COTTON CREPES, POPLINS, ZEPHERS, THIERLINES, ETC., ETC.

USUAL PRICES—$1.00 to $3.50.

SPECIAL SALE PRICES

50 cts. to $1.50 yard.

LADIES, DO NOT MISS THIS OPPORTUNITY.

THOUSANDS OF REMNANTS.

WHITEAWAY, LAIDLAW & CO., LTD.

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CHINESE Y.M.C.A.

AN INTERESTING SUMMER PROGRAMME.

HUNDREDS OF CHINESE BOYS LEARNING TO SWIM.

About 450 Chinese boys are being taught to swim this month in the local Chinese Y.M.C.A., under the direction of Mr. Ko Sik Wai. These boys come from five different schools. In four short lessons they are taught to swim about 20 feet, which is counted as a beginning, to be added to by the boys when they go to the beaches. Many of the boys are under fifteen. The first lesson closes with contests as to who can float the longest. By doing it in groups, even the timid ones can keep afloat for thirty minutes. A second, third and fourth lesson follows.

During this month the Association is teaching the following groups: 150 from Ellis Kadoorie School, 100 from Wah Yan, 100 from Ying Wah, 75 from Y.M.C.A. Day School, and about 25 from St. George's. Later in the summer, there will be other groups of beginners.

In addition to these beginners, about 100 men and boys, who know how to swim are using the pool daily. The pool is open during the summer season from 10.30 a.m. to 10 p.m. Like the average Y.M.C.A. pool, it is 60 feet long, by 20 wide, with water three to nine feet deep. The water in the pool is given due attention. As it comes from the reservoir, it is filtered and considerably purified. Filtration continues day and night. Before persons enter the pool, soap shower baths are provided. Dirt carried into the pool on swimmers' feet is removed by suction hose. From time to time chloride of lime and soda ashes are used to destroy germs that may be carried in.

VOLLEY BALL LEAGUES.

The volley ball leagues are just closing up. There have been three: the senior, for boys above 110 lbs.; junior, for boys 91 to 110, and the small boys, under 91 lbs. Eight schools are represented, with 5 teams to a league. The total number of players is about 200. The junior league has gone to St. Paul's College team. The small boys are fighting it out this week, with a three cornered tie at present. The distribution of league trophies, by President Richard Shim, will be made next Friday afternoon at 5 p.m. at the Association, when there will be an exhibition game between the senior winners and the rest of Hongkong (including some Far Eastern Olympic men).

SUMMER SCHOOL.

As usual, the Association is to conduct a summer school for backward and ambitious boys, for one month. Under normal conditions, close upon 100 boys should be enrolled.

STUDENT SUMMER CONFERENCE.

In former summers (previous to 1925), students in Hongkong joined with students in Canton in the usual summer conference. These conferences had, as their chief purpose, the training of students in better ways of promoting the student Christian organizations in their own schools, but numerous non-Christian students also attended. This summer, Hongkong students are to have their own conference. Arrangements have been made to hold a four-day conference in August, at the grounds of St. Stephen's, Pokfulam.

On the occasion of Mr. Ronald Rees and Mr. Wang Wing Iu leaving the work here, and the coming of Mr. Lee Ka Fung, a little supper was given by the other secretaries on Monday night. Mr. Rees, who has been working among the students during the past six months, is going to Shanghai to join the national student work of the Y.M.C.A. Mr. Wang goes on sick leave. Mr. Lee comes here after some years of experience in connection with the Sunning Y.M.C.A., whose building he helped to secure by a visit to the Chinese living in the United States and Canada.

TRIENNIAL CONVENTION OF CHINESE Y.M.C.A.

The Association Movement in China will hold its triennial convention this summer, in August, in Tsinanfu, Shantung. Hongkong is likely to send a total of about 10 delegates, including Mr. Wong Kwok Shun, the president of the Association, and Mr. McPherson.

HONGKONG TENNIS LEAGUE.

The following have been selected to play for the Cricket Club on Friday, July 2nd, at 5 p.m.:—

"B" team v. U.S.R.C., on the Club ground:—L. Baines and R. E. Coxon; Capt. Brooke and Lt. L. Dunbar; R. J. R. Mitchell and N. L. H. Railton.

H.K.C.C. TENNIS TOURNAMENT.

HANDICAP DOUBLES.

The final of the Handicap Doubles was played off yesterday afternoon, the finalists being A. H. Crook and O. C. Womack (rec. 3/6) and W. B. Cornaby and A. Piercy (owe 2/6).

It went to four sets, and was eventually won by the former pair by three sets to one, 6-2, 6-2, 4-6 and 9-7.

Cornaby and Piercy received a "walk-over" from Major Pratt and Major Stevenson in the semi-final.

S. E. Green (owe 15.3) will meet Major Stevenson in the final of the Singles Handicap "A." This is the only outstanding match in the tournament.

BILLIARDS

PALACE HOTEL HANDICAP.

J. A. Luz (owe 150) entered the third round by defeating T. Pile (owe 150) last night by 132 points, reaching 250 when his opponent was at 118.

Scoring in the opening stages of the match was very even and Pile held a slight advantage until the arrears were wiped off. Luz then asserted himself and it was soon evident that he would win. He compiled the following breaks: 29, 20, 21, 16, 22, 42, 32, 15 and 24. Pile scored three breaks of 15.

To-night's game will be between F. M. da Cruz (owe 200) and A. McGinley (owe 200).

INTERPORT BOWLS.

SHANGHAI'S INVITATION ACCEPTED.

HONGKONG TEAM TO BE SELECTED.

There was a fairly representative attendance of delegates at a meeting of the Committee of the Hongkong Lawn Bowls Association held last evening in the Chamber of Commerce Room for the purpose of considering the invitation received from the Shanghai Lawn Bowls Association to send a bowls team from Hongkong to the North during the coming autumn.

Mr. B. W. Bradbury (President of the local Association) presided and was supported by Mr. C. J. Tacchi (Hon. Secretary).

On the proposition of the CHAIRMAN, seconded by Mr. C. BOND, it was decided to accept the Shanghai Association's invitation, and to notify the Secretary of that body that Hongkong was fairly confident of being able to send a bowls team up, and that details would be forwarded to Shanghai at a later date.

After discussion it was decided to appoint a sub-committee, consisting of the President, Secretary and three members to act as selection committee for choosing the interport team and to make necessary arrangements in connection with the sending off of the team.

After a ballot on seven nominations made, Messrs. D. Gow, C. Bond and W. Russell were elected as the other members of the selection committee, apart from the *ex-officio* members.

It was decided that the Selection Committee be asked to consider the question of arranging trial matches before the interport team was finally selected.

QUESTIONS OF PASSAGE.

One member suggested that the members of the selected team should pay their own passage to Shanghai and back.

The SECRETARY stated that except in 1924, when the team paid their own passages, the Association had always paid the passages.

The same member advanced the view that as the return fare to Shanghai was only $102, the members of the team would be really saving money by going. They would spend more than $102 if they were in Hongkong for the same period they would be away, and most of their "chits" would be paid for them in Shanghai.

It was finally agreed that the team pay their own passages.

COMPETITIONS.

The question of forming a committee to govern the open championship, Spey Royal Cup, Doubles Championship and any other competitions organised this season was discussed.

It was decided to adopt the same rules to govern the various competitions as in previous seasons, and also to leave all arrangements for conducting the competitions to the Secretary, Mr. Tacchi.

It was further decided that the closing date for entries of competitors in the Doubles Championship and also of Club teams of the Spey Royal Cup should be Thursday, July 15th.

The entrance fee for the doubles championship was fixed at $2 per person and for the Spey Cup $5 per Club team.

It was further resolved that in the Doubles Championship Competition 21 heads be played with two bowls to each player.

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MAGASIN GENERAL.

INTIMIDATION.

A GIRL'S CONTRADICTIONS.

SEQUEL TO AN ANONYMOUS LETTER.

An anonymous letter was recently written to the Secretary of Chinese Affairs, alleging that a gang of blackmailers were demanding money by threats from waitresses in Chinese tea houses. As a result of investigations by agents of the Secretariat, a Chinese was charged, at the Central Magistracy yesterday, with endeavouring to compel a waitress, a girl of fifteen years of age, to join an unlawful society.

Defendant was similarly charged on another indictment, in which the complainant was a hawker.

The girl said that the defendant first came as a customer to a tea-shop at West Point, where she was employed, and later offered to protect her from "rascals" if she became a member of a certain society. Membership in such a society, he said, would be, in itself, an assurance against molestation. She subsequently paid defendant $6.10.

Mr. R. E. Lindsell, the Magistrate, held that the girl's evidence was contradictory, and that she appeared to be treating the matter as a joke. He, therefore, dismissed the charge.

In the second charge, the hawker said that defendant approached him with a definite demand for payment of $10. When complainant said he had no money, defendant warned him of the consequences and that same night complainant was assaulted by about ten men.

His Worship held that the charge was proved, and sentenced defendant to three months' hard labour.

Mr. L. B. Turner was for the defence.

CAFE-PARISIEN.

A NEW CATERING ESTABLISHMENT.

RAPIDLY NEARING COMPLETION.

The new French Café, which is to be known as the "Café Restaurant Parisien," and which is situated on the ground floor of Pedder Building, is rapidly nearing completion. It is expected that it will be opened within the next few days.

The entrance, which will be immediately opposite the Hongkong Hotel, will take the form of a vestibule lounge, tastefully furnished with and provided with rest chairs and writing desks. In another part of the building there will be a dance floor, and a special orchestra of six musicians from Manila has been engaged to provide music during tiffin and dance music at night. There will also be a ladies' hairdressing saloon.

Madame Flint and M. Durrand are responsible for the scheme. Mr. G. Taylor will be the manager.

WEATHER REPORT.

Last night's weather report, forecast and remarks by the Royal Observation stated:—

A depression covers China. The secondary is moving North-Eastern over Central Japan.

Local forecast:—S.W. winds, moderate, equally, generally cloudy.

CORRESPONDENCE.

AMERICAN FILMS.

[TO THE EDITOR OF THE "HONGKONG DAILY PRESS."]

SIR,—I am rather at a loss to understand why you should be so upset at what you term American impudence just because English people at home pay to go and see an American film showing how American won the war. In the main a nation gets the film it deserves, and presumably the Press it deserves too. Where would any film be but for the the "ads" and puffs it gets in the Press? Incidentally, I wish to say that I consider your heading in to-day's issue of your leading article is not only tactless under the present day conditions but also unjustifiable in so far as you head it "America." Had you said "Holywood" I would have made no comment. If the English people are willing and ready to pay for sob stuff what is wrong with America supplying it? There is nothing to stop England doing the same to America and more also if she wishes to. In England last year I witnessed a filmed American version of Hardy's "Tess of the D'Urbervilles," and a more disgraceful distortion of a great story it would be almost impossible to conceive. It not only changed the idea of the author but actually reversed it making Tess at the end a religious devotee! Of course, everybody enjoyed it. One of the central characters took the form of a priest of the Church of Rome. Of course, there is no such character in the book, but that is a detail. My point is that if these things go down with the people at home why blame America? Why not hit back and send them a filmed English version of Mark Twain's "Joan of Arc," in which Joan becomes an Agnostic?—Yours, etc.,

ENGLISHMAN.

Hongkong, June 29th, 1926.

[Ed. Note: It is not so easy to show English films in America as our correspondent appears to imagine. The British war film "Ypres" was banned, the film entitled "Livingstone" is not allowed, because Livingstone was not an American citizen. The film business in Great Britain is largely in the hands of American syndicates. That is the trouble. The people are beginning to object, but it takes a long time before public opinion can assert itself sufficiently to dislodge firmly entrenched capitalists.]

DISILLUSIONED.

BACK AGAIN IN HONGKONG.

A STRIKER'S STORY.

A Chinese fitter, formerly employed by the Hongkong Tramways, Limited, has recently returned to the Colony from Canton, to which place he was lured some time ago by the promises of strike emissaries. He was disillusioned.

According to his story, he found that anyone with money could buy for himself an official position in the strikers' organisation. Even to become a strike picket one needed money. It was a lucrative post, but he was amongst those who had no means, and every day he was given two meals of inferior rice. He also states that the people in Canton and the surrounding districts have come to hate the pickets "like poison."

Through the efforts of his brother in Hongkong, he was offered re-instatement with the Tramways Company, at a slightly reduced salary. He thankfully and immediately closed with the offer.

MILITARY AFFAIRS.

MORE RUMOURS.

CHIANG KAI SHEK TO REMAIN IN CANTON.

[FROM OUR CHINESE CORRESPONDENT.]

According to the latest information General Chiang Kai Shek will remain, at any rate for the time being, in Canton. It is said that the original plan of campaign in Hunan may have to be considerably modified owing to unrest in Kwangtung and Kwangsi.

The air is full of rumours regarding military disaffection. It is now stated that the commander of one of the Kuomintang army corps is considering associating himself and his men with Marshal Wu Pei Fu and that two well-known military leaders in Kwangsi will join him.

General Chiang Kai Shek, to strengthen the position in Canton, has summoned several regiments of loyal troops back to Canton from the Eastern Districts.

Some of the stories in circulation may, of course, be without foundation but there is a general feeling that all is not well with the military machine, and that very soon the testing time will come.

AVIATION BUREAU.

Lam Wai Shing, who has studied Aviation in America and Russia, has been appointed director of the Canton Kuomintang Aviation Bureau, a position formerly held by a Russian.

NEW PUBLIC PARK.

The Haichu Park, formerly known as the Dutch Folly, and for some time the headquarters of the Chinese Navy in Canton waters, will be opened to the public on July 4th by the acting Chief Commissioner of the Municipality, Mr. Sun Fo, who will perform the formal opening ceremony.

The park has been ready for some time and on June 19th, the Euro-American Returned Students' Association in Canton, an organization of Chinese young men and women who have studied in Europe and America, held their semi-annual reunion there. Mr. Sun Fo and Mr. Lam Yat Man, Commissioner of Public Works, *ex-officio* custodian of all public parks in Canton, are graduates of foreign schools. Mr. Lam is a Hongkong University man and a nephew of the well-known Hongkong Chinese builder-contractor, Mr. Lam Woo.

READY FOR HONGKONG DELEGATES.

Mr. T. V. Soong, Kuomintang Minister of Finance and a brother-in-law of the late Dr. Sun Yat Sen, recently received a visit from Mrs. Silas Strawn and Miss Strawn, wife and daughter of the Chairman of the American Commission on Extraterritoriality in China. It is reported that Mr. Sooog will now soon be ready to welcome the Hongkong delegates.

LEGAL EXAMINATION.

The first examination held by the Kuomintang for the selection of candidates for posts in the Kwangtung judiciary ended last Monday, June 28th, at the Law School Building of Canton. Some 249 young men presented themselves for examination. Mr. Loo Hing Yuan, LL.B., A.M., a barrister-in-law educated in England, now Chief Justice of the Kwangtung High Court, was the chief examiner.

SILK.

The third silk season in the Canton silk producing districts is not by any means satisfactory, according to reports to hand. It is thought that the production will not be more than 50 per cent. of the normal quantity. Cocoons are now selling at $1,100 per 10,000 pieces, and the price of raw silk will be high when the next market opens.

CASE DROPPED.

SENSATIONAL CLOSE TO CHINESE MERCHANT'S TRIAL.

PUISNE JUDGE UPHOLDS MR. JENKIN'S CONTENTIONS.

The trial of Chan Sui Lin, a Chinese merchant, who was charged with making false statements in connection with bankruptcy proceedings, had a sensational close, when at the Criminal Sessions before Mr. Justice Wood yesterday, the case was dropped, and the accused discharged.

When the case for the prosecution was closed, Mr. F. C. Jenkin (Counsel for the defence) contended that it had not been proved that the accused was a partner in the firm. He further held that the statement of affairs was not in order, because it was declared and not affirmed, and that accused was not sworn in by a sworn interpreter.

Mr. Whyte-Smith replied briefly, and, in regard to the third point raised by Mr. Jenkin, said that the interpreter had been in the Official Receiver's Office for fourteen years.

His Lordship held that it had not been proved that the accused was a partner, and that he had not been properly sworn in. He, therefore, discharged the prisoner.

ABSENT WITNESS'S EVIDENCE.

When the case was resumed yesterday, before His Lordship began to read the evidence given at the Magistracy by the principal witness for the Crown, who had not put in an appearance at the Criminal Sessions, Mr. Jenkin, suggested that the jury be informed that the witness was in the Crown Solicitor's office two days before the Criminal Sessions opened. He was then told that he would have to attend the Sessions, so that his absence was not through any lack of knowledge of the fact that he was required to be present to give evidence.

The evidence was then read to the jury.

In his evidence, he had stated that he did not know any of the depositors who were mentioned in the statement of affairs as having deposited money with the firm. He had referred to each deposit item, and swore that most of them had never been paid in.

IRRELEVANCE.

Mr. Whyte-Smith asked leave to recall Sergeant Meadows with reference to statements which the defendant had made in regard to alleged deposits made by several Chinese.

Mr. Jenkin said that such evidence would be wholly irrelevant.

Mr. Whyte-Smith: I suppose my friend wants to know what efforts we have made to find the alleged depositors.

Mr. Jenkin: My friend is referring to the first charge, which has practically been abandoned. The Crown attempted to find the depositors, on June 21st after the day for trial had been fixed.

Mr. Whyte-Smith: If they cannot be found now . . . .

His Lordship: I don't think that evidence would be of any value. It would only tend to arouse prejudice.

Mr. Whyte-Smith: My case is that these deposits are fictitious and I must have evidence from people who live at the alleged depositor's addresses, or people who have visited those addresses.

Two witnesses mentioned by the Acting Crown Solicitor were considered by his Lordship not to be necessary to be called.

UNKNOWN DEPOSITORS.

A witness called by the Crown, on being referred to the name of a depositor alleged to be living at his address, said that he had never known such a person. He agreed that another person mentioned was known to him personally.

Replying to Mr. Jenkin, witness said that the person referred to ordinarily lived in Canton.

Another witness said that he did not know another person alleged to be a depositor with the firm.

Lung Kwai Tin, who lives in Canton, and is a sleeping partner in the firm, of which the accused was managing partner, said that the accused received $250 a year and commission from the firm. Witness came down from Canton once a year only to examine the books. His share in the business was $4,000.

After another partner had given corroborative evidence, Mr. Whyte-Smith said that the case for the prosecution was closed.

Mr. Jenkin held that the accused had not been proved to be a partner; that the affirmation was not in order and that defendant was not sworn in by a sworn interpreter.

His Lordship held that in regard to the first count it had not been proved that defendant was a partner in the firm. In regard to the second and third counts the onus of proof was on the Crown to show that the interpreter was judicially sworn. He made no ruling in regard to the form of affirmation. He then directed the jury to acquit the accused.

Prisoner was thereupon discharged.

THE CONNAUGHT ROAD TRAGEDY.

INJURIES OF A MOST BRUTAL NATURE.

OFFICE "BOYS" HELD FOR EXAMINATION.

Information from the Police shows that the attack made on an office "boy," who was murdered in his room in the offices of the China Commercial Company during the early hours of last Monday morning was of a most brutal and desperate nature. He was badly hacked, no fewer than 83 blows having been struck. All the blows fell on his head and arms with the exception of two. It is thought, in the absence of a weapon, that the injuries were inflicted with a chopper. No arrests have as yet been made, but the police are still pursuing investigations in connection with the crime. Meanwhile, two office "boys," who also slept on the premises and who first reported the matter, are being held for examination, while efforts to trace the fourth office "boy," who is still missing, are being made. The murdered man, who had been employed for some time by the China Commercial Company, was not more than 22 years of age.

THE SAMPAN TRAGEDY.

CONTRABAND SUSPECTED BY CONSTABLE.

ENQUIRY INTO SHOOTING INCIDENT CONTINUED.

The enquiry concerning the death of a Chinese pig dealer, named Lam Cheung Lan, who was shot dead while in a sampan on the night of Friday, June 18th, by a Chinese police constable, was continued at the Central Magistracy yesterday afternoon by Mr. R. E. Lindsell, sitting as Coroner with a jury.

A seaman on a Conservancy Boat said that he saw a Chinese constable on the boat blowing his whistle. Two district watchmen boarded the boat in response to the whistle calls. Witness did not see a sampan. His boat was lying inshore. The police constable left the boat after about five minutes.

LOOK-OUT FOR CONTRABAND.

A district watchman said he saw the constable on the boat, and a policeman told him that he had seen several flour bags, which he suspected as containing contraband, being transferred to a sampan. He had called upon the sampan people so that he could search the bags, but they did not do so. The constable also told him that he had seen a man in white on the Praya keeping watch. This man, the constable told witness, gave a signal by hissing and thereupon someone on the conservancy boat pushed the bags into the sampan which was rowed away. The constable had told him that he shouted to them to stop, and said that if they did not do so he would fire. They had gone 100 yards when he fired two shots in the air, and these failing to stop them he fired three further shots, this time at the sampan.

The question arose as to the meaning of the Chinese word translated as contraband, and it was said that this word also covered arms.

Another district watchman said the constable told him a man had refused to allow him to search the stuff.

It was stated that the two sampan women and their sampan were still missing, although search was being made for them.

Divisional Inspector Peter Grant said he visited the sampan the same night of the shooting. There were no bullet holes in the boat, but one of the elder boatwomen had a flesh wound in the thigh, which appeared to have been caused by a bullet. The wound was a recent one.

A POOR SHOT.

It was stated that the Chinese constable in question was a very poor shot. He was very much below the standard of efficiency required in shooting, and it was usual that a poor shot had a tendency to fire high. In this case, it appeared that the constable had attempted to fire to hole the boat, but his shots went high and struck someone.

At this stage of the proceedings, the Coroner adjourned the enquiry until next Monday afternoon, when it is hoped that it will be concluded.

OBITUARY.

JUDGE L. R. WILFLEY.

WELL-KNOWN IN THE FAR EAST.

A message from Greenwich, Conn., dated May 28th to the *New York Herald Tribune* states:—

Lebbeus Redmon Wilfley, first judge of the United States Court in Shanghai, China, died this morning at his home, Otter Rock Drive, Bellehaven, from pneumonia. He was 59 years old.

His wife and a brother, former Senator Xenophon P. Wilfley, survive.

The *Herald Tribune* published the following obituary:—

It was while Judge Wilfley was Attorney-General of the Philippines that he was appointed, on July 5th, 1906, judge of the United States Court in China, a tribual which superseded the Consular Court. He had hardly unpacked his belongings and assumed the robes in Shanghai when he began a campaign to cleanse the city of vice. The port was then rampant with gambling and other forms of organized evil and Judge Wilfley's efforts met with instantaneous fight on the part of the vice leaders.

A COMPLAINT TO CONGRESS.

He succeeded in Shanghai and transferred his crusade to Hankow, Canton and Tientsin, where he met with hatred. Again he succeeded. His relentless pursuit of evil soon led him to the offices of lawyers in these cities. The lawyers organized against him and he retaliated by disbarring many of them, with the result that a complaint was made to Congress. His impeachment was asked and a committee was named to investigate his activities. This committee exonerated Judge Wilfley on every count. A few weeks after the decision he resigned his bench.

Judge Wilfley was born in Audrain County, Mo., on March 30th, 1866. He was graduated from Central College, Fayette, Mo., in 1889, with the degree of A.M., and from Yale University in 1892 with the degree of LL.B. He was admitted to practise before the Missouri bar in 1893 and had office in St. Louis until 1901, when he was appointed Attorney-General in the Philippines.

He was a delegate to the Universal Congress of Lawyers and Justices, a member of the American Bar Association and of the Bankers' Club, New York, and Greenwich Country Club. He had offices at 120 Broadway.

HIS ASSOCIATION WITH SHANGHAI.

While we publish the above obituary, says the *N.-C. Daily News*, it is the view of those who knew Judge Wilfley's career well that this is hardly an accurate statement. Certainly one of his first acts in Shanghai was to purify the American bar, and this he did by insisting on all the practitioners undergoing an examination. The result was that a considerable number were not allowed during his tenure of office, to practise at the bar of the U.S. Court for China although they could practise in the U.S. Consular Court and in the Mixed Court.

The strenuous nature of his work here led him into many conflicts, and in 1908 he brought a criminal libel suit against the then editor of the *Shanghai Gazette*. This case was heard in the British Court and a sentence of six months' imprisonment in the second division was imposed upon the editor, but following a largely-signed appeal the British Minister reduced it to three months.

After leaving Shanghai Judge Wilfley went to New York City, where he practised law for a number of years. Judge Wilfley was undoubtedly an extraordinary able man. As a judge he was impartial, but very strict and it was probably because of this sense of duty that his career in Shanghai brought him into conflicts as those mentioned above—leading to bitterness and, at times, bad feeling—and made his path a distinctly thorny one.

SHIP'S CAPTAIN SHOT DEAD.

TROUBLE ON YANGTZE.

CHUNGKING, June 15th.

Serious fighting is now taking place above Luchow between General Chow Hsi Chung who is on Yuan Tsu Ming's side, and General Li who is a supporter of Yang Sen. All shipping has been stopped above Luchow.

The captain of the M.V. *Chuan Hsi*, one of Barry and Dodwell's boats, was shot and died almost when anchoring at Kiang King; another member of the crew was also badly wounded.

There is a large movement of troops up and down the river and several British ships have been commandeered for carrying troops.

One vessel is thus reported to have been forced to carry 400 troops from Wanhsien to Chungking, and another carried 120 from the same place; and not a cent was paid for passage money. Three of Butterfield & Swire's smaller steamers were treated in the same way above Chungking.—*N.-C. Daily News.*

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[A.P.B.] [108

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Dated the 17th June, 1926. [3726

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NOTICE.

GENERAL HOLIDAY.

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By Order,
LOWE, BINGHAM & MATTHEWS,
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THE FIRE INSURANCE ASSOCIATION OF HONGKONG.
THE MARINE INSURANCE ASSOCIATION OF HONGKONG AND CANTON.
Hongkong, 28th June, 1926. [3727

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Hongkong, 26th June, 1926. [3719

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BIRTH.

DAVIES.—On June 23rd, at Brentwood Court, Branksome, England, to Mr. and Mrs. WILLIAM STANLEY DAVIES, a son.

MARRIAGE.

DEXTER—KELLEY.—On June 25th, at Holy Trinity Cathedral, Shanghai, by the Very Rev. C. J. F. Symons, M.A., WALTER JAMES DEXTER, of London, England, to FRANCES ELLEN KELLEY, of Omaha, Neb., U.S.A.

DEATH.

SCHMIDT.—On June 17th, at Newchwang, Mrs. A. SCHMIDT (*nee* LISTER), aged 57.

Hongkong Office: 1a, Chater Road.
London Office: 131, Fleet Street, E.C.

The Daily Press.

HONGKONG, JUNE 30TH, 1926.

STORIES ABOUT HONGKONG.

THE complaint has often been made that people in Britain know nothing, and care less, about this little outpost of Empire. It has been suggested, of course, that "something ought to be done about it." There have been proposals regarding propaganda, and somebody—was it Mr. ROBERT SUTHERLAND?—not long ago put forward the motion that there should be lectures, and similar attractions, for the general public in Britain, about this great centre of commerce. That is work that might be carried out by those who have been fortunate enough to retire while still in middle life. Enthusiastic citizens of Hongkong could help during their periodic furloughs.

It used certainly to be very difficult to find out anything about Hongkong in London unless one had personal friends or acquaintances connected with the place. The Royal Colonial Institute does admirable work, but the officials of a couple of decades ago could give one seeker after truth no help in his researches about the second biggest port in the Empire. The only practical advice was "apply to the Hongkong Department at the Colonial Office."

Of course, things may be better now: in those days the information gleaned from the Colonial Office was very depressing—"A beastly climate," said the official. "Impossible for white women." Cost of living! "Oh, here's a pamphlet about that." The prices of rice, ginger and other commodities were recorded in an unfamiliar coinage, and the enquirer came away with the impression that not only was rice the staff of life in Hongkong but that one had to pay a fairly high price for it.

KIPLING'S reference to Gay Street, Hongkong, creates a false impression and we do not think the Colony has been particularly fortunate in its later novelists. The three novels about Hongkong which have been published during the last eighteen months all seem to convey to the reader, directly or indirectly and in a greater or lesser degree, that British residents here have little respect for the seventh commandment. It is, of course, true that geographically we are a long way east of Suez and KIPLING'S rhymes stick in the memory of the British public.

"Ship me somewhere east of Suez
Where the best is like the worst
Where there ain't no ten commandments
And a man can raise a thirst."

In actual fact the ten commandments are, as far as is possible in this wicked world, incorporated in English law and, surprising as the statement may appear to those who read KIPLING and the novels about Hongkong, English law is the rock upon which we build social life in this Colony.

There is also something else which is a buttress of great strength. It is public opinion. Another reinforcement, as the cynical would suggest, is the difficulty of hiding anything. The housboys and the amahs talk. A very important supplement to the ten commandments keeps many people in the straight and narrow path. It is "Thou shalt not be found out." If one really wanted to lead the "gay life" and keep the fact a secret, Hongkong is a bad place in which to live. "Indiscretions" would be much simpler in London, where nobody cares a hang what his neighbour does.

These modern novelists and the popular national poets, unintentionally it may be, do us an injustice. We will, perhaps, consider on some future occasion whether "something ought to be done about it." In the meantime, however, we will content ourselves by stating, as emphatically as possible, that the British section of the Hongkong population behaves quite as decently as any similar crowds elsewhere. "And that's that," as our friend the American would say.

Hon. Mr. D. G. M. Bernard returned to the Colony yesterday from Shanghai by the R.M.S. *Empress of Canada*.

Two well-known race ponies (Melody and Daisy) will be sold by Lammert Brothers at the Hongkong Jockey Club Stables, Causeway Bay, at 5.30 this evening.

The local returns of cases of notifiable diseases, during the twenty-four hours ended June 26th, state that there were three cases of small-pox (Chinese) and one death, and one case of enteric fever (Chinese). For the twenty-four hours ended June 28th, no case was notified.

Centuries-old trees at the Summer Palace, a short distance west of Peking, are being chopped down and sold for firewood by soldiers. Last year the historic grove at the Hsi Ling (Western Tombe) was similarly destroyed.

New large dollar coins are being put out at the NorthEastern Mint, Mukden, from the 15th inst. The new dollar bears a picture of Yuan Shih Kai, the same as its predecessor turned out while Yuan was President of China. Its purity is claimed to be 73 per cent. with 27 per cent. $20,000,000 is to be the total amount of new dollar coins, but they have not yet been put in circulation.

A Chinese pickpocket was sentenced to six weeks' hard labour, at the Central Magistracy yesterday. He had extracted what he took to be a bank-note from a man's pocket, but as he was ascertaining the value of his "haul," he was arrested by a detective who had followed him. The paper which he had secured was found to be religious tract!

Yesterday was St. Peter's Day, and the patronal festival and thanksgiving service was held at St. Peter's Church, West Point. Holy Communion was celebrated at 7.30 a.m. and festal evensong at 6.30 p.m.

The fourth of July falls on a Sunday and therefore the American Community will be "at home" to their friends on Monday next, July 5th. The re-union will take place at the Hongkong Roof Garden from 4 to 6.30 p.m.

The funeral of the late Rev. S. I. Woodbridge, D.D., took place at Bubbling Well Cemetery, Shanghai, on the 24th inst., the Rev. J. Walter Lowrie, D.D., officiating. There were nearly 200 friends at the chapel and graveside.

A meeting of the Sanitary Board was held yesterday, when there were present Mr. N. L. Smith (President), Dr. A. G. M. Severn, Dr. W. V. M. Koch, Dr. S. W. Tao, Dr. S. C. Ho, Mr. Wong Kwong Tin and Mr. R. A. D. Forrest (Secretary).

Mr. H. W. Roy, of the Hongkong Amusements, Ltd., who has been carrying out a combined business and pleasure tour through Europe and the United States, during which he visited various film headquarters, has now returned to Hongkong.

Last night at 6.30 an unknown Chinese man, aged about 38 years, jumped from a tram-car whilst it was in motion in Wongneichong Road, opposite the Dragon Motor Works. He was badly injured about the head, and was taken to hospital in an unconscious condition.

In connection with the shooting, in Des Vœux Road, Central, on Sunday night of a Chinese, it has been established by the police, as the result of investigations, that the dead man was a person of bad character. No relatives have come forward to identify him.

Mr. H. C. Joass, of the Hongkong Bank, has taken over as Sub-Manager of the Singapore Branch from Mr. H. C. Aspinall, who left for home leave by the *Khyber* last week. Mr. C. G. Adams passed through Singapore from Calcutta on his way to Sourabaya, where he has been appointed Accountant.

Having failed in his efforts to secure a downpour of rain, the Civil Governor of Shantung is reported to have sent an agent to Canton to take the Iron Shield God to Tsinan. Upon the arrival of this deity in Tsinan rain is supposed to have fallen immediately, thousands of people having gone to the station to welcome the god.

A fairly large mail from Canada, U.S.A., Japan and Shanghai arrived yesterday by the R.M.S. *Empress of Canada*. To-morrow the s.s. *Van Cloon* is due with Home and Europe mail *via* Negapatam (letters only, dated London, June 3rd). The Home papers of the same date are not due until next Monday by the s.s. *Akita Maru*.

The St. Stephen's College Bazaar, which will be opened on Thursday by H.E. the Governor at 3.15 p.m., will be opened on Friday and Saturday at 2.30 p.m. by the Hon. Sir Shou Son Chow and the Hon. Mr. R. H. Kotewall, respectively. The Exhibition Tennis Match, for which tickets are obtainable at Messrs. Moutrie's and Anderson's, will take place on Friday at 5.30 p.m.

At the Central Magistracy yesterday, a Chinese was sentenced to six weeks' hard labour for damaging a pipe line which carries water from a reservoir to the European quarters at the Taikoo Sugar Refinery. Defendant was caught in the act of taking the lead attached to chains which held the bolt of the pipe. It was stated that of fifteen chains thus used, thirteen had already been stolen.

The Italian Consul-General in Hongkong writes that the news cabled from London concerning "big destruction" and "great damage" in Italy and Colonies in consequence of an earthquake are greatly exaggerated. A cable from the Italian Legation in Peking to the Italian Consulate-General here states that there has been neither destruction nor damage of any kind in Italy or Rhodes Island.

A warning to young men who may be thinking of "trying" Malaya is issued by a Straits newspaper. The prosperity of Malaya, it says, is more reputed than actual, and while for a man with experience of the country to be out of work there had the position of a man with no experience is almost hopeless. Many young men from Shanghai are at present stranded in the Straits lured there by tales of jobs to be had for the asking.

The funeral of Miss Enid Hepping stone, the young Australian lady who died in the hills behind Kobe whilst taking a walk, was held at All Saints Church, Kobe, on June 16th. There were many sympathisers, and the esteem in which the young lady is held by all who knew her was typified by the large number of floral tributes. The Rev. E. B. Harrison, who conducted the service, paid high tribute to the assistance given by the Japanese in finding Miss Heppingstone's body.

James B. Underwood and E. A. Miller, who were sentenced to a term of imprisonment at McNeill's Island by Judge M. D. Purdy when the United States Court of China was sitting in Tientsin early this month, were sent aboard the *President McKinley*. They were convicted in connection with a gun smuggling case in North China. This is the second time that a sentence of imprisonment at McNeill's Island had been dealt out by the Court, the first being that of a man named Chandler convicted on a charge of forgery.

SECOND TEST MATCH.

ENGLAND'S BRILLIANT REPLY TO AUSTRALIANS.

HOBBS' TENTH CENTURY.

[THROUGH REUTER'S AGENCY.]

LONDON, June 28th.

The crowd swelled to 32,000 after lunch, and they watched the first hundred hoisted after ninety minutes' play. Sutcliffe reached his fifty after being at the wicket for an hour and fifty-five minutes.

One hundred and fifty three for no wicket was signalled after Hobbs and Sutcliffe had been batting for 135 minutes, but the rate of scoring decreased thereafter, with Ryder and Arthur Richardson keeping cautiously on approaching the century, and when he was 99 he was unsuccessfully appealed against for "leg-before."

SUTCLIFFE OUT.

At this stage Sutcliffe was clean bowled by Richardson, the first wicket falling at 182.

At the tea interval, the score was 194 for 1, Hobbs being not out 100, and Woolley not out 1.

The board showed 200 after play had been in progress for 225 minutes. Collins put on Macartney for Richardson at 209, and very shortly afterwards the newcomer got Hobbs out to a brilliant catch low down by Richardson at deep point. The score was then 219 for 2.

HOBBS OVATED.

Hobbs had given a brilliant all-round chanceless exhibition. At the wicket for four hours and seven minutes, he hit ten fours. It was his tenth Test century against the Australians and he was warmly ovated by the crowd which was now about 33,000.

Woolley and Hendren scored with the utmost freedom all round the wicket and England had added 78 without further loss when stumps were drawn, the Middlesex man having scored 42 of that number.

The latest scores to date are:—

AUSTRALIANS—1ST INNINGS.

Collins, b Root	1
Bardsley, not out	193
Macartney, c Sutcliffe, b Larwood	39
Woodfull, c Strudwick, b Root	13
Andrews, c and b Kilner	10
Gregory, b Larwood	7
Taylor, c Carr, b Tate	9
Richardson, b Kilner	35
Ryder, c Strudwick, b Tate	28
Oldfield, c Sutcliffe, b Kilner	19
Mailey, l.b.w. b Kilner	1
Extras	28
Total	383

Tate took 2 wickets for 111; Root, 2 for 70; Kilner, 4 for 70; Larwood, 2 for 99; and Woolley, 0 for 5.

ENGLAND—1ST INNINGS.

Hobbs, c Richardson, b Macartney	119
Sutcliffe, b Richardson	82
Woolley, l.b.w. b Ryder	87
Hendren, not out	127
Chapman, not out	50
Extras	10
Total (3 wkts. dec.)	475

AN AMAZING INCIDENT.

LONDON, June 28th.

An amazing incident, is reported in connection with the Test Match at Lord's. The head groundsman at four o'clock in the morning found that a hosepipe had been turned on to a patch about fifteen yards in diameter about twenty yards from the playing pitch. The spot was saturated and the water had run down over the wicket. The bowling ends were unaffected, but a strip some two yards wide had crossed the centre of the pitch.

The M.C.C. committee is holding an enquiry.

Following the hose-pipe incident, a strong guard of police was posted inside and outside the ground to-night to prevent the possibility of further interference with the pitch.

There were 20,000 spectators at Lords today, when the wicket was good, and the weather fine. The Duke of York arrived before the commencement. Woolley and Hendren started slowly against the excellent bowling and fielding, which was later enlivened, until Woolley was put out; the score then being 357 for 3 wickets.

Hendren also contributed a century to the score, and was ovated. Chapman also did well.

Gregory took 0 for 125; Macartney, 1 for 90; Mailey, 0 for 96; Richardson, 1 for 73; Ryder, 1 for 70, and Collins, 0 for 11.

WIMBLEDON.

MLLE. LENGLEN SCRATCHES FROM SINGLES.

CHAMPION'S ILLNESS.

[THROUGH REUTER'S AGENCY.]

LONDON, June 28th.

There was glorious weather for the Wimbledon tennis to-day, and a very large attendance. The main attraction was four Men's Singles, deciding the semi-finalists.

Later in the day it was officially announced that Mlle. Suzanne Lenglen had left for Wimbledon but had had to return owing to illness from which she has been suffering for the past few days. She had therefore decided to scratch from the Singles, although she had not yet given any intimation regarding the Mixed Doubles.

MEN'S SINGLES.

The first of the day's big matches in the Men's Singles was between Howard Kinsey (America) and Spence (South Africa) in which the former was successful by 6-3, 6-3, 3-6, 6-3. Kinsey, who is an adept at baseline play, came up to the net a lot and with lobs and side-line shots won many points. Spence was weak in service and many of his drives were misdirected.

Borotra (France) beat Kozeluh, 6-4, 4-6, 9-7, 6-1.

Brugnon (France) beat Kingsley (Britain), 6-2, 4-6, 6-2, 4-6, 6-4.

Cochet (France) beat J. C. Gregory (Britain), 3-6, 6-4, 6-2, 4-6, 6-3.

LADIES' SINGLES.

In the Ladies Singles Mrs. Godfree (nee Miss Kitty McKane) beat Miss Ryan, 1-6, 6-4, 6-0. Mrs. Godfree appeared timid and hesitating against Miss Ryan in the first set but rallied when the score reached two games all in the second set. She wore down her opponent with relentless accuracy.

The first woman player to qualify for the Ladies Singles semi-finals is Senorita de Alvarez. She defeated Miss Beckingham, 6-2, 6-2, who had received a "walk over" from Mlle. Lenglen earlier in the day.

OTHER RESULTS.

In the third round of the Men's Doubles, Vincent Richards and Howard Kinsey (America) beat the Indians, Bobbs and Zyer, 6-4, 6-0, 6-3.

In the second round of the Mixed Doubles, Meyer and Mrs. Shepherd-Barron beat Vincent Richards and Miss Ryan, 6-1, 6-3.

MLLE. LENGLEN RETIRES COMPLETELY.

Mlle. Lenglen has retired from all the competitions at Wimbledon.

CRICKET.

WARWICKSHIRE BATSMAN'S WELL DESERVED "BENEFIT."

LONDON, June 28th.

John Henry Parsons, the Warwickshire first-wicket batsman, took a well deserved "benefit" at Birmingham when the Midland county met Lancashire. Lancashire won by an innings and eighty runs, the features of the game being a sterling century by Ernest Tyldesley, and the fine bowling of Macdonald in both innings.

Warwick were forced to follow on, but failed to avert the innings defeat, the scores being as follows:—

Lancashire: 403.

Warwick: 148 and 175.

Batting first, Lancashire hit themselves into a comfortable position, the principal contributor being Tyldesley who scored 144. In spite of the heavy scoring Quaife the Warwick veteran came out of the match with excellent figures. He took six wickets for 92 runs.

Macdonald took 6 Warwick wickets for 69 runs in their first innings, and when they followed on added seven more to his aggregate at a cost of 60 runs.

YORKSHIRE v. SURREY.

Yorkshire scored 393 (Leyland, 133; Mitchell, 89; Robinson, 63). Surrey scored 223 (Shepherd, 91; Jardine, 82) and followed on with 157 (Jardine 63). Crawford took five wickets for 59.

HOURS OF WORK.

GOVERNMENT BILL ON MINING LABOUR.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 28th.

Sir Arthur Steel-Maitland, Minister of Labour, moved in the House of Commons the second reading of the Bill for an Eight Hours Day in the Mines.

He said the Bill was quite short and simple. For a period of five years it would enable an extra hour, which was already possible on sixty days of the year, to be worked on all other working days as well. It was not a permanent measure. Having regard to the condition of the coal industry, was there any other possible way to avoid the reductions of wages that might be necessary? He said emphatically that the suggestions for nationalisation or unification would not meet the situation. There were some people who thought, or affected to think, that what the Government were doing was the first move in the direction of a general attack upon hours and wages. "I say again, on behalf of the Government, as I said recently in public, that there is nothing of the kind attempted or contemplated." The coal industry was in an exceptional position and exceptional measures were necessary for the time being.

REJECTION MOVED.

Mr. Stephen Walsh, (Labourite) moved the rejection of the Bill on the grounds that it aided and abetted the employers' demand for an extension of the working hours of the coal miner, that it provided no remedy for but would aggravate the present difficulties of the coal industry, that it was calculated to embitter and prolong the existing dispute, and that it was directly contrary to the recommendations of the Royal Commission. He said it was a measure which, if carried, would have the inevitable result of reducing wages of piece-workers and of making the working day of the British miner half an hour to one hour longer than that of miners in any important European coal field. Was that the method by which the Premier proposed to maintain the standard of life?

LIBERAL OPPOSITION.

Sir John Simon (Liberal), said that the Government in seeking to insert a wedge to move this mountain of a difficulty were adopting a proposal which had been urged upon the Coal Commission by the coal-owners and had been rejected by that Commission. He thought the wisest course would be to legislate boldly on the lines of the Coal Commission's report without picking or choosing.

Other Labour members strongly opposed the Bill, Mr. Whiteley saying that the Bill would put back the miners eighteen years. The measure was very retrogressive.

LATER.

Several Labour members asserted that the result of the Bill would be increased working hours in coal miners abroad.

The debate was adjourned until to-day (Tuesday).

GIFT FROM F.M.S.

MR. AMERY'S THANKS FOR GENEROUS OFFER.

RUGBY, June 28th.

In the House of Commons, Mr. Amery, Colonial Secretary, confirmed the announcement of a contribution by the Federated Malay States of £9,000,000, in five annual instalments of £400,000 each, towards the cost of the Singapore Naval Base.

He said he desired to take the opportunity of affirming, on behalf of His Majesty's Government, the expression of their great appreciation which he had already conveyed to the High Commissioner, and their grateful acceptance of the generous offer. It was not the first time that the rulers and people of the Malay States had been particularly generous and given evidence of the loyalty and affection which bound them to the Empire and of the realisation that the security and prosperity of every part of the Empire rested ultimately on the power of the Navy and its freedom to protect trade routes. The fine spirit which prompted the action, as well as its practical value, would be appreciated in every part of the Dominions.

RUMANIAN OIL.

NO SETTLEMENT AS YET REGARDING COMPENSATION.

[BRITISH WIRELESS SERVICE.]

RUGBY, June 28th.

In the House of Commons, Sir Austen Chamberlain, replying to a question, said the Rumanian Government last November gave an undertaking that they would settle the question of compensation direct with the British oil companies whose wells, plant and other effects were destroyed in November and December, 1916. He understood that negotiations between the Rumanian Minister and companies had been proceeding, but the Government much regretted that, although seven months had elapsed since the undertaking was given, no settlement had yet been reached. It was obviously in the Rumanian Government's interest that a settlement should be reached, and he hoped it would be arrived at before long.

LORD BEATTY.

UNDERGOES OPERATION FOR APPENDICITIS.

RUGBY, June 28th.

Lord Beatty, the First Sea Lord, has undergone an operation for appendicitis. He is progressing favourably.

[THROUGH REUTER'S AGENCY.]

MURDER AND SUICIDE.

TERRIBLE DOUBLE TRAGEDY AT TEHERAN.

TEHERAN, June 28th.

The recently-appointed Under Secretary of Finance was shot dead at the Ministry of Finance by the late Finance Agent, Ispahan, who had been summoned to Teheran on a charge of embezzlement. The murderer then committed suicide.

THE FRENCH FLIGHT.

LATEST FRENCH ACHIEVEMENT.

PARIS, June 28th.

A message from Basra says that Captain Arrachart and his brother, Sergeant-Major Arrachart, attempting to beat the record for a non-stop flight, left Le Bourget at 5.30 a.m. yesterday and landed at Basra, 2,734 miles distant, to-day.

They were in the air for 20½ hours.

The previous record was made by Captain Arrachart and Monsieur Le Maitre in February last year, when they flew 2,268 miles in 25 hours.

[REUTER'S AMERICAN SERVICE.]

LAST FLIGHT.

AMUNDSEN AND THE NORGE ADVENTURE.

SEATTLE, June 28th.

Amundsen and the sixteen companions of his historic flight have been entertained here.

Amundsen declares that he has finished with Arctic exploration, but several members of the crew of the Norge declare that they contemplate another flight to ascertain whether any land exists between Alaska and the Pole.

Amundsen estimates the cost of his flight at half a million dollars.

THE MOROS.

SEPARATE PROVINCES BILL OBJECTED TO

NEW YORK, June 28th.

In the House of Representatives, Mr. Pedro Gevara, Resident Commissioner of the Philippines, protested against the Bill proposing to separate the Moro Provinces from the insular Government and to permit the Moros to establish their own Government under the direction of the United States.

The purpose of the proposed separation, as described by Mr. Robert L. Bacon, the author of the Bill, is to permit American capital to develop rubber plantations under the Moro Government on a huge scale "commensurate with American demands."

Under the Philippine law any corporation is restricted to 2,500 acres, and the Americans claim that this restriction discourages large-scale rubber development.

SOUTH AMERICAN NEWS.

REPUBLICS' CENSORSHIP IN OPERATION.

NEW YORK, June 28th.

A message from Managua says that the Republics of Guatemala and Salvador are censoring news emanating from their territories.

FAR EASTERN CABLE NEWS.

[THROUGH REUTER'S AGENCY.]

MARSHAL FENG IN CHINA?

MILITARISTS DISBELIEVE LATEST CABLES.

PEKING, June 28th.

Reports that Marshal Feng Yu Hsiang has return to China are being circulated but he was seen in Moscow ten days ago, and while it seems he has secured funds and munitions, which are reaching the Kuominchun (which is now in the North-competitions at Wimbledon.

Military circles do not believe he has returned, and discredit the reports that Russian troops are entering China to support the Kuominchun, pointing out that such an infringement of neutrality would probably precipitate a Russo-Japanese clash.

PEKING, June 28th.

It is announced this evening that Marshal Wu Pei Fu will proceed to Sanchiatien, not Changhsintien, by motor-car, accompanied by his Staff and representatives of the other allied leaders.

It appears that Marshal Wu desires personally to command his troops in the forthcoming anti-Kuominchun operations, but that Marshal Chang Tso Lin does not consider that there is any necessity for this, and suggests that Marshal Wu returns to Peking to-morrow, after giving instructions for the general attack.

Which course Marshal Wu Pei Fu will follow is not yet certain.

LATER.

Marshal Chang Tso Lin, accompanied by Chuyupu and staff went to Tientsin at 1.15. this afternoon, Chang Tsung Chang and Chang Hsueh Liang remaining in Peking.

Wu Pei Fu stayed at Changhsintien last night and went on to Sanchiatien this morning. It is understood that Wu will proceed to Paotingfu after inspecting the troops and giving final directions for the campaign.

The Nankiang Railway conference, aiming at the resumption of through traffic from Tsingpu, has ended abortively. It appears that Sun Chuan Fang's delegates pointed out that the Kuominchun took the rolling stock belonging to the Northern Section Line when they retreated to Kalgan, and Sun feared that if he placed his rolling stock at the disposal of the railway, it would be detained for North China.

[REUTER'S AMERICAN SERVICE.]

CANADIAN POLITICS.

RESIGNATION OF MACKENZIE KING GOVERNMENT.

OTTAWA, June 28th.

After a precarious tenure of office, during which it had to depend on the slenderest majority and on several times was defeated in divisions, the Mackenzie King Government has resigned.

LATEST NEWS OF SITUATION.

LATER.

The Governor-General, consequent to the fall of the Government, which was due to the Customs investigation, was unprecedented, for Lord Byng had been without an adviser since Mr. King's resignation.

Although the Parliament is in session the Liberals resent Lord Byng's refusal to grant a dissolution. The last Vote Account provided an expenditure only to the end of June. The Liberals are credited with the intention to oppose the vote of a full year's supply in order to force a general election as soon as possible.

"MODESTY" STRIKE.

CUNARDERS' CREW JOINS THE MOVEMENT.

NEW YORK, June 28th.

Sixty members of the crew of the Cunard liner, s.s. *California* went on "Modesty" strike to-day.

ALLEGED COUNTERFEIT COINS.

MONEY WHICH RESEMBLES KWANGTUNG COINS.

CANTON TREASURY WITNESS TO BE CALLED.

Before Major C. Willson, at the Central Magistracy yesterday afternoon four Chinese, including a doctor and an accountant, were charged, on remand, with being in possession of a large number of Chinese counterfeit twenty-cent pieces.

The case was first mentioned in the Court on Tuesday of last week, when a Chinese accountant at the Cheung Kee money-changers, 114, Queen's Road Central, was called to give expert evidence, and said that the coins had been minted at Cheung Chau, near Swatow, when General Chan Kwing Ming had control of Canton. Such coins were brought by the soldiers, but no money changer in Hongkong would accept them, nor were they at present used in Canton. He also said that when Chan Kwing Ming controlled Canton, the coins were known in Hongkong, but they were not accepted. He refused to accept them because of their low percentage of silver.

AN EXPERT WITNESS.

Detective Sergeant Wheeler, prosecuting, said that since the case was before the Court the previous week the police had been in communication with Canton authorities to secure a witness from that city, but as yet no reply had been received. He therefore, applied for an adjournment of the case for one week, in order that a reply might be obtained from Canton.

Mr. M. K. Lo, who appeared for the defence of the first and fourth defendants, objected and held that it was up to the prosecution to show that the evidence from Canton was relevant to the case.

Detective Sergeant Wheeler replied that the evidence from Canton would be that of an expert witness in the Treasury, who would be asked to say whether the coins were genuine or not, and whether they were minted in Canton or not.

Mr. Lo submitted that such evidence would not be relevant because it had already been stated that the coins were minted in a place called Cheung Chau (Fukien Province). This place was not at the time under the jurisdiction of the present Canton Government, but under the jurisdiction of General Chan Kwing Ming.

ALLEGED COUNTERFEIT.

Detective Sergeant Wheeler said the charges specified that the 20-cent pieces in question purported to be of the Province of Kwangtung, and Kwangtung coin of that description was minted in Canton only. The prosecution alleged that the coins were counterfeit and resembled Kwangtung coins.

Mr. Lo asked if his Worship was going to hold that admittedly genuine coins minted in Cheung Chau were counterfeit because they resembled coins used in another part of China.

His Worship replied that he thought so.

Mr. Strellet, representing the second and third defendants, also objected to an adjournment of the case, arguing that the first element of the case was to prove the coin were counterfeit. If this were proved, then the question of adjournment could be considered. Until this proof was given, he held that evidence of resemblance to other coins was irrevelant.

After further argument on the question of the law in the matter, his Worship held that the expert witness referred to was necessary to the prosecution and decided to grant the adjournment applied for.

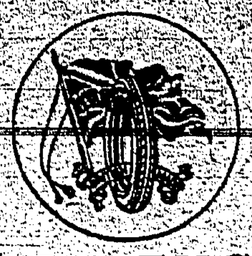
The case was accordingly adjourned until next Tuesday afternoon at 2.15.

NO CLASSES IN GRAVES.

Folkestone Town Council has refused to adopt the recommendation of the Cemetery Sub-Committee that in the new cemetery the graves should be divided into first, second, and third class, and the question of the lay-out of the ground was referred back.

It was suggested by the town clerk that for the "class" they should substitute "section." Further, he proposed that the graves in "A" section should be the lowest priced, those in "B" section medium-priced, and those in "C" section the highest priced.

Councillor R. Forsyth said he had several other proposals to make, one of which would perhaps be a flat rate for all.



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[A.P.B.]

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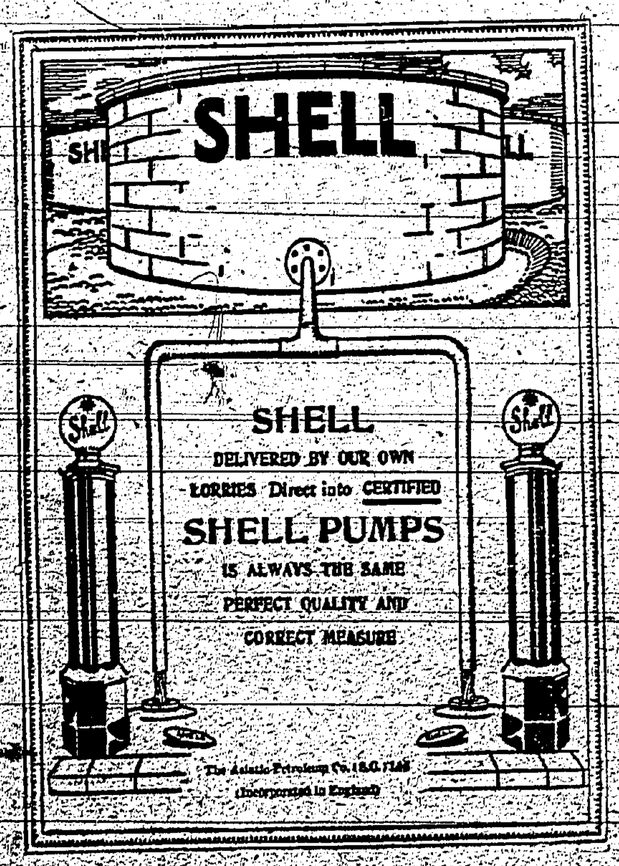
114] [A.P.B.]



CARS SINGER CARS

10/26 H.P.

BRITISH THROUGHOUT.

AGENTS:—

GILMAN & Co., Ltd.

4a, Des Vœux Road.

Motoring Notes: A Weekly Review dealing with matters of interest to all local motorists.—The Pride of Possession—The Great Ambition of the Day.

[BY AN OWNER-DRIVER.]

There are some days in life that will be remembered always. The day when one really owns, for the first time, a motor-car is one of them.

It is more years ago than seems possible that the writer first drove a car. It was in London in the period when the drivers of the hansom-cabs and horse drawn buses were using their wit and their spite in the vain hope of keeping petrol propelled vehicles off the streets of the metropolis.

The popular cars of those early days were from France. The British engineering profession had not seriously turned its attention to the vehicle which the recent repeal of the infamous Red flag act had permitted to appear on the streets.

Fancy! It is less than thirty years ago that the law of England made it illegal for any mechanically driven vehicle to proceed at a speed exceeding four miles an hour. Even then it was enacted that a man with a red flag must walk in front to warn people of the danger.

A FOUR-SEATER.

It was years after the repeal of that Act before the writer bought his first car, although he had learnt to drive soon after the act was repealed. The car purchased, second-hand—was a Cadillac. It would seem comic if it would appear in the streets of Hongkong to-day.

It was a four-seater—even in the early days two-seaters were nick-named "disobligers"—and the engine had one cylinder only. It was a horizontal engine fixed under the driver's seat. If it went for twenty miles without a stop we thought it had done something for which we must be thankful.

It was difficult to get at the engine. It was as well to carry overalls under the seat. They were needed often.

Heigho! It all seems impossible in these days of the accessible four cylinder vertical engine, with a self-starter and automatic lubrication.

Yet never has any car caused quite the same thrill as that which was the first to be really mine. People stared as we went along the country roads. The owner himself cursed when the engine refused to "gee." The passengers seemed determined to make the time pass easily for themselves by making idiotic jokes about the nether regions. "Everything comes to him who knows how to wait." It was worth suffering the backfires and the silly remarks to feel the pride of possession when the old machine moved.

A NEW CAR.

Somebody once wrote that no infant is as wonderful to the mother as the first. No car has even been quite the equal to that old Cadillac. I have never owned a Ford or a Rolls-Royce but I have driven both types and they have their good points. If anyone gave me a Rolls I should feel awkward about it, for it would not be in keeping with my modest circumstances. My highest ambition to-day is a new car of about $5,000-$6,000; perhaps that will always be an ambition and never a reality.

If, dear reader, you feel a generous spasm and wish to do one good deed to-day by offering such a car free gratis and for nothing to one of the pioneers of an industry that has brought pleasure and health to millions of people, you must not be allowed to make the offer under false pretences.

It must be confessed by "An Owner-driver" that, grateful as he would be for the gift, he could not be as proud of the 1928 model-de-luxe as he was of that old friend (and enemy) which was as wayward in behaviour as any of the spoilt pretty ladies of history or fiction.

GOOD ADVICE.

Every motorist in this Colony can be like the boy-scout. He or she can do one good deed a day. It is to use every power of persuasion to make even the least ambitious long to be the owner of a car.

There are among others ten new cars on the roads of Hongkong that have been purchased this year. Not a cent of interest in any sale of a car, or accessories has the writer. Yet he persuaded ten who now are owners to purchase a new car and his and their only regret is that the cars were not purchased years ago.

IN BRITAIN NOW.

It is estimated that between two and three thousand new cars appear on the roads of Britain each week. The order of the Freedom of Road is being conferred on about three times that number of people. Everyone should be made to realise that it is quite an easy matter to learn how to drive a car.

Don't be selfish! Persuade your friends to learn how to drive. You need not lend them your new $6,000 saloon for the purpose.

A small second-hand car is the machine most suitable for the beginner. It is not an expense in these days to own a car, for second-hand cars can be bought locally at very reasonable prices.

There are motorists in Hongkong keen enough and wealthy enough to have a new model each year, but the beginner can "cut his wisdom teeth"—and possibly the teeth of the gear wheels—on a second-hand car as easily as on one that is brand new.

The small shopkeeper and the artisan in England own cars. Every young man in this Colony who comes out from England to a "hong" could save enough in a few months to purchase a second-hand car. It would be a good investment for his health. It would help him to spend his leisure in a way that would re-create his mental energy and keep him physically fit.

AMAZING FIGURES.

In the United States and Canada millions of people experience the pride of possession of a car. A recent official statement by the National Automobile Chamber of Commerce, New York, furnishes some figures that are amazing.

There are in use in the U.S.A. 19,954,347 motor vehicles.

That means one vehicle for every 6½ persons in the country.

Assuming, for the purpose of forestalling criticism on the subject, that the population of Hongkong is 700,000 persons, then, if we had a *pro rata* number of motor vehicles, there would be 200,000 here.

In actual fact there are just over 2,000 only—say, one per cent. of what we should have!

In the U.S.A. there was an increase of 14 per cent. in the number of cars, in one year.

It is of interest to notice that more than half of the cars in the U.S.A. are closed. The actual proportion is 56 per cent.

It is probable that closed cars will become more and more popular in this Colony. In Manila there are, so recent visitors say, no open touring cars. They are all closed cars.

During the year 1925 the number of motor vehicles produced in the United States and Canada was 4,336,754, valued at £342,000,000. The number exported was 536,741. Wait until China has a real demand for cars. These figures will grow.

THE ECONOMISTS BEATEN.

When the Great War commenced all of the theoretical economists said "It cannot last longer than six months. Financial reasons will make a longer time impossible." They were wrong.

They have been wrong about the automobile industry. They must remember the old saying "Where there's a will there's a way."

A big American manufacturer, Lynn McNaughton, has explained why the economists were wrong. He says: "The big dynamic power behind the motor-car—the desire to own and use it—never entered into their calculations."

The economists have from time to time established "Saturation points" for the motor-car. Those points have been passed often, and the industry is still growing daily.

The motor-car, like the telephone, contributes more than it costs to the social and economic welfare of the nation. Its use will continue to become more and more popular. It is sheer money nervousness that keeps some people in the old fashioned ruts. Buy a car and be fashionable.

THE NEW PHENOMENON.

The grave national emergency caused by the (abortive) general strike, and the amazing collapse of the determined effort to starve a nation into submission to a minority, have now already become matters of history.

What is not generally understood is that the key to the situation was petrol and mechanism. It was demonstrated that road transport is of paramount importance to the whole community.

It cannot be doubted that if such a strike had taken place in the nineteenth century when road vehicles were all drawn by horses, there must have been starvation in many towns and villages within a few days.

OFFICIAL APPRECIATION.

Honours must be about equally divided between the private car and the motor lorry. The latter did nearly all of the emergency food distribution, but the private car carried great numbers of people to their work.

The Government of the country expressed official appreciation of the services so splendidly and unselfishly rendered to the community by the owners of private cars.

It should be mentioned that great praise is due to many a plucky woman driver. The ladies at the wheel "acquitted themselves like men." They proved that anyone who has had the experience of nerve-strain which takes place during the handling of a car is equal to any emergency.

THE MINISTRY OF TRANSPORT.

Little by little the veil is being lifted and the secret of the rapid organisation of emergency transport is being revealed.

There is an important section of the Government of Great Britain called the Ministry of Transport. That Ministry had made plans and laid schemes which were put into rapid operation as soon as the strike was declared.

Foreign observers who had witnessed general strikes and revolutions elsewhere were amazed at the sudden arrangements that saved the situation.

After the strike had been in operation for eleven days the whole machine was running so smoothly that economists began to talk of the passing of the railways as an economic revolution of the near future.

The Ministry of Transport did the trick. It simply supplied the brain power and technical knowledge. It requisitioned no vehicles; it did not bluster and threaten. It just said "Come on motorists, help the country and we will help you all we can." The haulage companies ran on the ordinary commercial lines. The cost of the transport was paid, not by the Government, but by the consumer.

THE REAL TRIUMPH.

The *Observer* rightly summed up the situation in the following words. "It was the triumph of road transport during the British strike of 1926 that constituted a new phenomenon in world affairs."

On the last day of the strike there were 1,394 buses on the London streets out of the usual total of 4,404.

After the first effort to run "independent" buses, the drivers could not get them out of the garages in the morning because of the pickets. So Regent's Park was made available as a garage!

The police emptied the garages one by one and these scattered homes of buses were used no more.

England was divided up into ten "emergency" divisions. For each division the Ministry of Transport appointed a Commissioner. Nine were engineers of the Ministry. The tenth was a County Surveyor, "seconded" for the purpose.

Responsible to these Commissioners were 150 Road Officers. They were stationed at selected local centres in each division.

HYDE PARK A GARAGE.

The London Haulage Committee had 1,500 vehicles operating from Hyde Park.

Sir Henry Maybury gathered around him the right men and many a novelist will use the dramatic episode of the relief of the docks as a central feature of stories about the great strike.

Tin helmets and tanks were part of the convoy for the 500 men transported from Hyde Park to work at the docks. The procession of 110 vehicles commenced at 4.30 a.m. in a drizzling rain. It came back through cheering crowds in the afternoon. The City of London literally "raised hats" to the motor vehicles and their drivers.

THE WORK OF PEACE.

When we think of what can be done by motor transport to improve the conditions of the people who are suffering from poverty we grow impatient with those who have no vision.

Consider Kwangtung only or even China as a whole—if there were good roads and motor transport brigands and robbers would disappear. Famine is now-a-days practically impossible if there are roads in a country. Motor transport enables food to be moved rapidly and distributed easily.

A lesson of the great strike in England was that the middle man can be eliminated. The producer can now-a-days deliver goods to the door of the consumer.

The practical solution of the economic troubles of China's millions is road transport. Any true friends of the country will spend time and energy in trying to persuade all Chinese officials to favour road construction.

THE PARTINGTONS.

In the early days the officials and moneyed landlords in Britain opposed everything mechanical.

There are mandarins in every country. Invariably they are entirely ignorant of the one thing that brings prosperity to a country in these days—mechanism.

They try to keep back the surging waves of mechanical progress with words inspired by selfishness.

Confucius taught that the first thing to do is to feed the people and then to teach them. He would have advised using the Boxer Money for road construction in China. It is useless to educate a number of young men who seek only official positions where they may carry on the old political intrigues.

China needs workers and not parasites. The artisan class can and does supply workers.

Something more should be done in this Colony to train chauffeurs and motor mechanics. It would be an example for the rest of China to follow.

Every motorist who is in any way interested in his car must be something of a mechanic. He knows the value of being able to do things with his hands.

The general strike in England demonstrated that the doers can beat the orators. The labour leaders poured out millions of words. The motorists and the engineers did very little talking. They "delivered the goods." It was the delivery that made starvation impossible. It would do that in China if there were construction of roads instead of destruction of crops in the country.

A RANGE OF PRICE.

The latest price-lists of cars that can be purchased in England show a wide range of price.

You can buy a six cylinder Hispano-Suiza open car for £2,200 or a Rolls-Royce chassis for only £1,850.

On the other hand you can buy a Gnome car complete for £94. That is the only car listed at less than £100 but there is a choice of sixteen different makes ranging from £125 up to £200.

You can have a choice of four different makes if you want an enclosed car and cannot afford more than £200.

The biggest range is in the £350-£400 class of open cars. That price secures a really good piece of mechanism.

It may be rather an exaggeration to say that any price above £400 is for a luxury car, but it can be said that anyone should be content with a £350-£400 car.

ALWAYS ASPIRING!

Few of us really are content. Males are more easily pleased than the ladies. Mrs. Jones is quite content with her £400 car until Mrs. Brown, a bosom friend, swaggers about in a £600 model.

Then poor old Jones has to get busy. Well, it is all good for trade and some lucky fellow may pick up a bargain when Jones is compelled to sell his £400 car for what he can get.

If you have plenty of money it is very nice indeed to have the luxury of a £2,000 car.

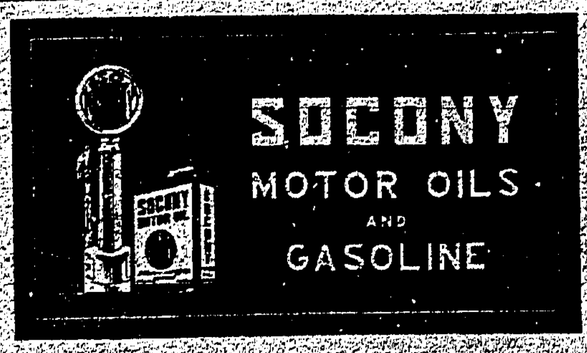
Most of us aspire to have one that is about twenty per cent. more expensive than the car we own. When we gain that step on the ladder we think about the roseate future when we can get another new car.

INSURANCE POLICIES.

Every owner should insure his car against accidents. Especially should he be "covered" against accidents to other people.

Compensation to the relatives of a coolie may mean only a few hundred dollars. When there is an accident, however, it may involve death or injury to someone whose earning power is much greater than is that of a coolie.

The great advantage of being fully insured is the relief from any anxiety. Admittedly the careful driver may be fairly sure of escaping accidents but the most skilful and cautious driver cannot be quite sure of what the other fellow will do. Therefore be wise, insure against accidents.



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A.P.B.

CONSIGNEE NOTICES.

PRINCE LINE FAR EAST SERVICE.

NOTICE TO CONSIGNEES.

FROM NEW YORK.

THE Motor Vessel

"ASIATIC PRINCE"

having arrived from the above Port on 28th instant, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 5th July, 1926, at 10 a.m.

All Claims must be presented within fifteen days of the vessel's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th July, 1926, will be subject to Rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

FURNESS (FAR EAST), LTD.,
2nd Floor, King's Building,
Connaught Road, Hongkong.
Telephone No. 3165.

Hongkong, 28th June, 1926. [3723

THE BEN LINE STEAMERS, LIMITED.

FROM LEITH, MIDDLESBRO', HAMBURG, ANTWERP AND STRAITS.

The Steamship "BENLAWERS."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence, and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd July, 1926, will be subject to Rent.

All Claims against the steamer must be presented to the Undersigned on or before the 17th July, 1926, or they will not be recognised.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 3rd July, 1926, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

GIBB, LIVINGSTON & CO., LTD.,
Agents.

Hongkong, 26th June, 1926. [3713

NORDDEUTSCHER LLOYD, BREMEN.

THE Steamer "FRANKEN"

having arrived from BREMEN, HAMBURG and Ports, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 3rd of July, 1926, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged Packages must be left in the Godown for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Asha, at 10 a.m., on the 2nd of July, 1926.

No Claims will be admitted after the Goods have left the Godown and all Claims must be presented within Two Weeks of the Steamer's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Undersigned for countersignature.

MELCHERS & CO.,
Agents.

NORDDEUTSCHER LLOYD, BREMEN.

Hongkong, 26th June, 1926. [3720

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 29th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer ...	29.76	29.78	29.77
Temperature ...	87	82	85
Humidity ...	75	83	77
Wind Direction...	SW	SSW	SW
,, Force ...	4	3	3
Weather	OQ	OQ	DQ
Rain	0.09	0.00	0.00

Highest open-air Temperature on 28th ... 87
Lowest open-air Temperature on 29th ... 82

B=Blue sky; C=Cloudy; D=Drizzle; F=Fog; L=Lightning; M=Mist; O=Overcast; P=Passing showers; Q=Squalls; R=Rain; T=Thunder.

HONGKONG TIDE TABLE.

From June 30th to July 6th, 1926.

Days of Week	Days of Month	High Water. H'kong Standard Time.	Height.	Low Water. H'kong Standard Time.	Height.
		h. m.	ft. in.	h. m.	ft. in.
Wed.	30	m 1 46	4 0	m 5 21	3 1
		0 4 a	7 1	7 42 a	0 5
Thur.	1	m 2 44	4 1	m 6 19	3 4
		1 7 a	6 4	8 31 a	1 0
Fri.	2	m 3 39	4 4	m 7 43	3 5
		2 26 a	5 8	9 34 a	1 5
Satur.	3	m 4 31	4 7	m 9 32	3 4
		3 56 a	5 1	10 27 a	2 0
Sun.	4	m 5 19	5 1	m 11 31	2 9
		5 28 a	4 7	11 16 a	2 3
Mon.	5	m 6 3	5 6	m 0 48 a	2 8
		6 *1 a	4 4		
Tues.	6	m 6 43	6 0	m 0 1	2 6
		8 9 a	4 3	1 42 a	1 6

BOARD OF CONSERVANCY WORKS OF KWANGTUNG.

Waterlevels in English Feet.

Place of Observation	Highest Level recorded	Lowest Level recorded	1926 W.L. 1st June	1926 W.L. 30th June
	Feet	Feet	Feet.	Feet
Shiuhing, W. River	+41	—	+28.8	+29.7
Tsingyuen, N. River	+23.7	—	+14.2	+12.6
Samshui, N. River	+27.3	3.0	nil	—
Shaklung, E. River	+15.3	3	nil	+6.5

LOWE,
Engineer-in-Chief.

MARTIN'S PILLS

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MARTIN, Chemist, Southampton, England.

A NEW ROME.

WIDER STREETS AND A "TUBE."

HIDDEN MONUMENTS TO BE LAID BARE.

All visitors to Italy must be impressed by the feverish activity in the building trade in town and country. This is very largely due to the fact that all buildings completed by a certain date are free of taxation for 25 years. The air is full also of great schemes for enlarging Rome, making it more coherent and bringing to light many of the monuments of antiquity now hidden or smothered by buildings of no historic or artistic value.

The new offices of the Governor, after long and careful study embodying the findings of three commissions dating back several years, have set forth the new "Piano Regolatore," or plan of reconstruction of the city, which can be seen and studied by everybody at Palazzo Borgia besides San Pietro in Vincolis. Half of it could harly be realised in a lifetime, and the wisdom of many things may be doubtful considering what has already been done, in these days of vulgarity and ferro-concrete.

I confessed my misgivings to Professor Munoz, the superintendent of antiquities and excavations, and asked him to tell me about the difficulties and what were the most urgent works which would be taken in hand immediately.

Such questions, he said, are not the exclusive interest of the Romans and Italians. The monuments of Rome are the spiritual birthright of all people with a sense of culture and art the world over. He was at work in San Giorgio, in Velabro, finishing the wonderful restoration he has just made of the church. It was to be reconsecrated for the birthday of Rome on April 21st, and it should more than ever be a place of pilgrimage for English people. Professor Munoz has already done much good work in Rome with the Temple of Fortuna Virilis and the Church of Santa Sabina. It was in the latter that he discovered ancient windows walled up, and solved the problem which has always puzzled students of the Liber Pontificum as to the meaning of the windows of "metallum gypsum" that Pope Celestinus I. (422-432) made for S. Sabina. Fragments of the actual ilicate of lime were still there like broken panes of glass, and the whole series of windows have been restored and reglazed with the same material found in the quarries. The windows of San Giorgio are of the same material.

LIBERATION OF ANCIENT MONUMENTS.

Professor Munoz told me of the urgency of housing and traffic improvements. In 1870 the population was 208,000; to-day it is 800,000, and the streets must be widened and fresh roads cut in the more crowded quarters of the town, enlarging at the same time the new quarters of the suburbs. It is, however, intended to respect the old religiously. No ancient monument or church of artistic value is to be destroyed, and the ancient plazze and characteristic streets are to be preserved.

Very little alteration will take place in the Renaissance quarter of Rome in the bend of the Tiber, and the new city will spread towards the hills and the sea. An electric railway will join Rome with Ostia through a tunnel under the Capitol, and perhaps the Aventine, and it will be possible to step into the underground in Piazza Veneria, just by the new monument of Vittorio Emanuele II., and in three-quarters of an hour be by the sea. The central railway station will probably be shifted to Porta Maggiore. An underground railway is also contemplated to link up the various parts of the city and to free the streets of some of their deafening noise.

Students will be more interested in schemes which concern the liberation of ancient monuments and their restoration. A great deal has been done in the last few years with the Temples of Jupiter of Mars Ultor, and of Fortuna Virilis, the latter one of the most perfect examples of Græco-Roman art. One of the first new undertakings will be the Circus Maximus. The preliminary work has already been begun, and even if little is discovered, as is very likely because much of St. Peter's was built from the material, still the romantic vale between the Aventine and the Palatine has too long remained unsightly. If only it is wide enough, what a site it will be for the Olympic games!

MEAN STREETS TO DISAPPEAR.

Steps are also being taken to free the Theatre of Marcellus, begun by Cæsar and finished by Augustus. The idea is to pull down the squalid streets immediately surrounding and suffocating it and to excavate to the original level. Three temples are also awaiting excavation in the Foro Olitorio. Above will rise the Tarpeian Rock and the rugged cliffs of the Capitol, with pensile gradens of white irises, crowned like an Acropolis with noble buildings set about the Piazza, which is still the most unspoiled thing in Rome.

Passing to the other side of the Forum, Professor Munoz showed me some very interesting encaustic frescoes belonging to Nero's Golden House. It was the delicate gilt stuccoes which gave its name to the palace on the Esquiline. Here a great open space is kept for a public park, including the baths of Trajan and the gardens of Palazzo Brancacci. A wide road some day will stretch from the Colosseum along the northern side of the Forum till it joins the Via Cavour, and passes along through the Forums of Nerva and Augustus, the Temple of Mars Ultor, the Loggia of the Knights of Rhodes, already restored, and past the Exedra of the Forum of Trajan and the Basilica Ulpia to the Piazza Venezia. One can see the whole of one Exedra by passing through an arch at No. 34, Via Alessandrina, into the garden at the back. Just before this new road reaches the monument of Vittorio Emanuele the main streets and houses will be swept away and a new carriage road will wind up to

(Continued on next column.)

the Capitol through gardens and trees where was once the Mamertine prison.

The work that is being done in the Via Torre Argentina will bring to light the beautiful circular Temple of Hercules, at present hidden by the houses built round it, or of the Tomb of Augustus. Other work includes the Fontana Trevi, which is to be made visible through a new open colonnade, and the liberation of the Pantheon and Piazza Colonna, behind which the stock Exchange has its home in the Temple of Neptune.

All such projects are fraught with great difficulties, chief amongst which is the necessity of pulling down a very large number of houses at a time when every house is needed. The forces of the State and the municipality, united in a common effort, are determined, however, to overcome every obstacle, and Senator Cremonesi, the Governor of Rome, is not only a man of immense energy, but one who has the greatness and beauty of Rome very much at heart.—*Manchester Guardian.*

A DUBLIN TRAGEDY.

SOLICITOR SHOT BY LAW STUDENT.

"I SURRENDER TO YOU."

In the Dublin District Court Daniel Joseph Gleeson, 27, described as a law student, was charged with the wilful murder of William J. Ryan, a solicitor, at his office in Lower Gardiner-street, Dublin.

Sergeant Cunningham stated that he went to Mr. Ryan's office at about 7.15 on Tuesday evening and found that an inner room was locked and barred. He heard somebody walking up and down in the room, and after he had threatened to break open the door it was opened by Gleeson, who had a revolver in his hand. Gleeson said: "I surrender to you, sergeant. I did this." Pointing to Ryan's body, which was lying on the floor, he added that Ryan had been responsible for the murder of the late Mr. Frank Brooke, who was shot dead during the political disturbances in Ireland, and that he also had done my people out of some property."

Ryan was lying bleeding profusely from a wound in the forehead. The sergeant had him taken immediately to Jervis-street Hospital, where he died shortly after admission. On the floor of the room was found a tin which had contained white pepper. When Gleeson was charged he made the following statement:—

"The only thing I have to say is that I did not mean to kill the man at all, but just to put the wind up him. He has annoyed my family for years. I believe, from what I have heard from my father before he died, that Ryan was responsible for getting Mr. Brooke murdered at Westland-row Station, and he certainly broke my father's heart and has been conspiring for the past five years to prove my mother incompetent to manage her affairs so as to cloak another firm of solicitors who swindled her out of property in which they were aided and abetted by the Land Registry and the Irish Land Commission. When I went into Mr. Ryan's office he ordered me out and caught me by the throat. I found that he was getting the better of me. I took a tin of pepper from my left pocket and threw it in his face. It had no effect. He struck me, and I hit back with my clenched hand. He made a movement towards his pocket, and I pulled out my gun. I covered him. He refused to give in to me and to give me some documents and a Bank of Ireland pass-book. I then raised the revolver to hit him on the head, and in doing so a shot went off into the air. He struck me in the stomach. I do not remember what happened afterwards until the police came in."

Gleeson was remanded in custody for a week. The late Mr. Frank Brooke, to whom reference was made by the accused man, was a Privy Councillor and a director of the Dublin and South-Eastern Railway of Ireland. He was murdered in his office at Westland-row Station, Dublin, in 1920.

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Length on Blocks 750 Feet.
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Capable of Handling Ships Up
5,000 Tons Displacement
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LIFE WITHOUT HEALTH IS LIVING DEATH.

VETARZO BRAIN AND NERVE FOOD. For Nervous Breakdown & Chronic Weakness.

VETARZO REGULATORS. Safe and Reliable.

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English Price 3s. (either remedy). The VETARZO REMEDIES CO. may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" on Government Stamp. Sold by LEADING CHEMISTS.

EIGHT YEARS IN GARDEN SHED.

DEMENTED GIRL'S ORDEAL.

A revolting case of ill-treatment of a demented girl by her parents has been brought to light at La Chiennais en Plouer, in Brittany, France, as a result of anonymous letters sent to the police. The writers of these letters pointed out that, though M. and Madame Letort and their son were supposed to be the only inhabitants of their house, there was reason to believe that a fourth person was kept hidden in the place. The place was, therefore, raided, and in a tiny darkened cabin in a corner of the garden, police officers found the thirty-one-year-old daughter of Letort lying helpless on a rough plank bed. For eight years she had been imprisoned in this den. For over two years she had been unable to rise from her bed, long confinement having caused paralysis of her legs. The girl's ordeal began during the war, when she lost her reason through grief at her desertion by a soldier to whom she had borne a child. For some time she was confined in an asylum, but then her mother withdrew her and locked her in the garden shed in order to save fees. She has now been sent to hospital pending the investigation of charges against her parents.

SHIPPING NOTES.

At the Marine Court yesterday before Lieut.-Commander G. F. Hole, R.N., a boatmaster and boatmistress were each fined $5, with the alternative of five days' hard labour in default, for mooring their boats alongside the Hongkong and Hunghom Ferry Wharf and causing an obstruction.

At the same Court, a boatmaster was fined $6, or six days' hard labour in default, for carrying six passengers in excess of his passenger licence. Another boatmaster was fined $15, or two weeks' hard labour in default, for failing to exhibit regulation lights on his boat while under way.

The total number of the deck passengers entered for the twenty-four hours, ended at 9 a.m. yesterday, was 2,943, of which the s.s. *Talamba* (British), from Calcutta and Singapore carried 2,139; the s.s. *Taming* (British), from Haiphong and Hoihow 418; the s.s. *Glenfalloch* (British) from Singapore and Hoihow 399; and the s.s. *Tjikembang* (Dutch) from Shanghai and Amoy 190.

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R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

SHIPPING NEWS.

ARRIVALS.

June 28th.

Juno, Dutch motor ship, 1,385 tons, Capt. T. Sperwer, from Samboe and Singapore, the latter port she left on June 21st, with benzine, lying at North Point.—A.P.C.

Sui Yik, Chinese str., 178 tons, Capt. Lo Shui, from Sha U Chung, with a general cargo, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Toyo Maru No. 1, Japanese str., 1,306 tons, Capt. K. Kajikawa, from Dairen, which port she left on June 21st, with vermicelli and beans, lying at buoy No. C45.—M.B.K.

June 29th.

Arafura, British str., 3,401 tons, Capt. A. S. Gordon, from Moji, which port she left on June 23rd, with a general cargo, lying at buoy No. A3.—Mackinnon, Mackenzie & Co.

Bengal Maru, Japanese str., 3,231 tons, Capt. Meagochi Araki, from Kobe and Manila, the latter port she left on June 26th, with hemp and buntal hats, lying at buoy No. A2.—Nippon Yusen Kaisha.

Empress of Canada, British str., 21,517 tons, Capt. S. Robinson, C.B.E., R.N.R., from Vancouver, which port she left on June 10th, with 490 tons of general cargo, lying at Kowloon Wharf.—C.P.R.

Glenfalloch, British str., 1,434 tons, Capt. J. G. Connor, from Singapore and Hoihow, with a general cargo, lying at buoy No. A29.—Seng Soon Hong.

Lok Sun, British str., 1,045 tons, Capt. D. Arthur, from Sandakan, which port she left on June 21st, with a general cargo, lying at buoy No. C37.—Carmichael & Clarke.

Sunning, British str., 1,570 tons, Capt. J. K. Clark, from Shanghai and Amoy, with a general cargo, lying at buoy No. B9.—B. & S.

Tak Hing, Chinese str., 105 tons, Capt. Lo Shan, from Nam Tau, with a cargo of vegetables, lying at Luen Cheong Wharf.—Fook Hoi S.S. Co.

Tjikenbang, Dutch str., 3,028 tons, Capt. P. Leins, from Shanghai and Amoy, with a general cargo, lying at buoy No. A23.—J.C.J.L.

CLEARANCES.

June 29th.

Bengal Maru, for Keelung.
Chung Hing, for Kwang Chow Wan.
Derwent, for Amoy.
Glenfalloch, for Amoy.
Hai Ping, for Amoy.
Hang Sang, for Singapore.
Juno, for Shanghai.
Kotsu Maru, for Swatow.
Kuetchow, for Weihaiwei.
Lee Sang, for Haiphong.
Song Bo, for Haiphong.
Sui Yik, for Sha U Chung.
Tak Hing, for Hauhoi.
Talamba, for Amoy.
Teli, for Foochow.

PASSENGERS.

ARRIVALS.

Per s.s. *Arafura*, on June 29th:—Mr. J. Perel, Mr. J. Bruce, Mrs. G. H. Ruxton, Mr. C. W. Wright, Mr. F. W. Uhlmann, and Mr. H. Richardson.

Per s.s. *Empress of Canada*, on June 29th:—Mrs. W. Gibson, Prof. Sayre, Mr. S. H. Brooke, Mr. C. J. Nahas, Mr. W. Awad, Mr. D. G. M. Bernard, Miss J. V. Gleming, Mr. S. George, Miss Glover, Capt. F. Hansen, Mr. I. Holmes, Mr. and Mrs. H. U. Ireland, Capt. B. H. Johansen, Mr. R. R. Jones, Mr. R. D. de La Porte, Mr. D. B. MacCallum, Mr. H. C. B. and Master Peter May, Mr. A. Magabgab, Mr. D. C. Miller, Mrs. H. Nissim, Mr. and Mrs. O. O. Odell and two children, Capt. O. Paus, Mr. H. H. Priestley, Mr. Geo. Rittstieg, Mr. R. D. Simpson, Mr. N. Sarabieka, Miss S. Weill, Mr. G. E. Lee, Master Thos. Fleming, Mrs. E. M. L. Scott, Miss M. E. Wells, Capt. W. Brewer, Mrs. E. J. de Figueiredo, and son, Miss E. and Master B. Remedios, Misses H. and E. Wohlers, Miss Mih, Mr. S. E. Nih.

SHIPPING MOVEMENTS.

The R.M.S. *Empress of Asia* left Nagasaki yesterday at noon, and is due at Kobe to-day (Wednesday) at 10 a.m.

VESSELS EXPECTED.

Canton (Swedish East Asiatic Co., Ltd.), due July 24th.
Taiping (Australian-Oriental Line), due July 14th.

VESSELS IN DOCK.

The following vessel is in Dock:—
Taikoo Dock: *Akera*.

HONGKONG SHIPPING.

With two more vessels having arrived than on the previous day, yesterday's shipping statement showed a total increase in freight of 11,666 tons, compared with the figures for the previous twenty-four hours. Hongkong cargo increased by 1,028 tons and freight for ports beyond by 9,724 tons. British vessels carried a fair proportion of the freight, both for this and other ports, but by no means the bulk, the largest amounts being carried by vessels of other nationalities.

The number of vessels in the harbour at 9 a.m. yesterday was 56, of which 24 were British. During the previous twenty-four hours fourteen vessels arrived, *viz.*—five British, two Dutch, one German, three Japanese and three Chinese. The departures over the same period came to twelve, *viz.*—one Chinese for Tourane, one British for Manila, one British for Miike, one Chinese for Hauhoi, one Chinese for Kwang Chow Wan, one Chinese and two British for Amoy, one Dutch and two Japanese for Shanghai and one Chinese for Sha U Chung. There was only one clearance this being a Japanese steamer for Singapore.

CARGO ENTERED.

(During the 24 hours ended at 9 a.m. yesterday).

For Hongkong .....9,367 tons.
For ports beyond .....26,542 ,,

Total .....35,909 ,,

(During the previous 24 hours ended at 9 a.m. on Monday).

For Hongkong .....7,425 tons.
For ports beyond .....16,818 ,,

Total .....24,243 ,,

Of the cargo for Hongkong, British vessels carried 3,966 tons, and other vessels 5,401 tons. The biggest entries by British steamers were 1,033 tons and 1,470 tons. Of the other vessels 3,041 tons topped the list. With regard to freight for ports beyond, British vessels carried 4,335 tons and vessels of other nationality 22,207 tons. The highest amount in a British steamer was 3,012 tons, and in the other vessels 10,000 tons in the Franken (the new German vessel of the Nordeutscher Lloyd Line).

The arrivals for the twenty-four hours ended at 9 a.m. yesterday were as under:—

Talamba (British) from Calcutta and Singapore with 1,063 tons of general cargo, mail and 3,012 tons for ports beyond;
Tanning (British) from Haiphong and Hoihow with 1,470 tons of general cargo and mail;
Sunning (British) from Shanghai and Amoy with 820 tons of general cargo and mail;
Glenfalloch (British) from Singapore and Hoihow with 450 tons of general cargo, mail and 50 tons for ports beyond;
Arafura (British from Yokohama and Shanghai with 193 tons of general cargo, mail and 1,273 tons for ports beyond;
Tjikembang (Dutch) from Shanghai and Amoy with one ton of general cargo and 1,220 tons for ports beyond;
Gemma (Dutch) from Antwerp and Manila with 220 tons of general cargo, mail, and 5,300 tons for ports beyond;
Franken (German) from Hamburg and Singapore with 800 tons of general cargo, mail and 10,000 tons for ports beyond;
Bengal Maru (Japanese) from Kobe with 46 tons of miscellaneous cargo, mail and 501 tons for ports beyond;
Toyo Maru No. 1 (Japanese) from Dairen with 3,041 tons of vermicelli;
Toyoka Maru (Japanese) from Yokohama and Shanghai with 486 tons of general cargo mail and 5,186 tons for ports beyond;
Teli (Chinese) from Foochow and Amoy with 200 tons of general cargo and mail;
Sui Yik (Chinese) from Sha U Chung with three tons of general cargo;
Tak Hing (Chinese) from Nam Tau with four tons of vegetables.

Later arrivals yesterday, too late for inclusion in the above returns, included:—

Empress of Canada (British) from Vancouver and Shanghai with general cargo and mail and cargo for Manila;
Juno (Dutch) from Port Samboe with empty benzine drums;
Linan (British) from Shanghai with general cargo and mail.

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STEAMERS.	H'kong. Leave	S'hai. Leave	Kobe Leave	Y'hama. Leave	V'couver. Arrive.
EMPRESS OF CANADA	...July 9	July 12	July 14	July 17	July 28
EMPRESS OF RUSSIA	...July 23	July 25	July 28	July 31	Aug. 9
EMPRESS OF ASIA	...Aug. 19	Aug. 22	Aug. 25	Aug. 28	Sept. 6
EMPRESS OF CANADA	...Sept. 3	Sept. 5	Sept. 8	Sept. 11	Sept. 20
EMPRESS OF RUSSIA	...Sept. 16	Sept. 19	Sept. 22	Sept. 25	Oct. 4
EMPRESS OF ASIA	...Oct. 14	Oct. 17	Oct. 20	Oct. 23	Nov. 1
EMPRESS OF CANADA	...Oct. 29	Oct. 31	Nov. 3	Nov. 6	Nov. 15
EMPRESS OF RUSSIA	...Nov. 11	Nov. 14	Nov. 17	Nov. 20	Nov. 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

HONGKONG—MANILA—HONGKONG—SERVICE

Leave Hongkong	Arrive Manila		Leave Manila	Arrive Hongkong
June 30	July 2	EMPRESS CANADA	July 3	July 5
July 14	July 16	EMPRESS RUSSIA	July 17	July 19
Aug. 11	Aug. 13	EMPRESS ASIA	Aug. 14	Aug. 16

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NYK

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
TAIYO MARU ... ... Tuesday, 27th July
TENYO MARU ... ... Monday, 9th Aug.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.
BAKUYO MARU ... ... Tuesday, 17th July
GINYO MARU ... ... Wednesday, 25th Aug.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports
ATSUTA MARU ... ... Saturday, 3rd July
KASHIMA MARU ... ... Saturday, 17th July

SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... ... Wednesday, 21st July
MISHIMA MARU ... ... Wednesday, 18th Aug.

NEW YORK and/or BOSTON via PANAMA.
TATSUNO MARU ... ... Sunday, 11th July

BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.
KAWACHI MARU ... ... Wednesday, 7th July

BOMBAY via Singapore, Penang & Colombo.
TAMBA MARU ... ... Sunday, 11th July

CALCUTTA via Singapore, Penang & Rangoon.
MALACCA MARU ... ... Thursday, 8th July

CALCUTTA via Batavia, Cheribon, Samarang & Sourabaya.
RANGOON MARU ... ... Thursday, 1st July

NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... ... Saturday, 17th July

SHANGHAI, KOBE & YOKOHAMA.
AKITA MARU ... ... Friday, 2nd July
FUSHIMI MARU ... ... Monday, 12th July
NAGANO MARU ... ... Wednesday, 14th July
CEYLON MARU ... ... Tuesday, 20th July

For further information, apply to— NIPPON YUSEN KAISHA.
Telephone: Central No. 292 (Private exchanges to all Depts.). [7

M.M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	Pro. Arr. at Hgkg. and Sailing for S'hai. and Japan.	Probable Sailings from Hongkong for Marseilles.
PORTHOS ... ...A ...			6th July, 1926.
ANDRE LEBON ...A ...			20th July, „
PAUL LECAT ...A ...	4th June, 1926	6th July, 1926	3rd Aug., „
GENERAL METZINGER A	18th June, „	20th July, „	17th Aug., „
FONTAINE BLEAU ...	2nd July, „	3rd Aug., „	31st Aug., „
AMAZONE ... ...B ...	16th July, „	17th Aug., „	14th Sept., „
ANGERS ... ...B ...	30th July, „	31st Aug., „	28th Sept., „

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
A Class Steamers: 1st Class...£ 99. 0d. 0d. | 2nd „ ...£ 70. 0d. 0d.
B Class Steamers: 1st Class.....£ 85. 0s. 0d. | 2nd „ .....£ 61. 0s. 0d.
Through Tickets to London and Leading Towns of Europe.
Accommodation reserved in the Trains at Marseilles.

LIGNES COMMERCIALES (Cargo Boats).
s.s. "CAPITAINE FAURE" from DUNKIRK, LONDON & HAVRE is due to arrive on the 21st July.
Sailings subject to alteration without notice.

For full Particulars, apply to:— MESSAGERIES MARITIMES CO.,
Telephone: Central 740. 3, Queen's Building
CONSIGNATION—TRANSIT—REPRESENTATION. [2

HAMBURG AMERIKA LINIE

COMBINED FREIGHT AND PASSENGERS SERVICE.
CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.
FARE FROM HONGKONG TO GENOA—£73. 0s. 0d.

SAILINGS FOR EUROPE

S/S "PREUSSEN" ... ... sailing from here on or about 16th July, 1926
M/V "ERMLAND" ... ... sailing from here on or about 13th August, 1926

SAILINGS FOR SHANGHAI AND JAPAN:—
(DUE FROM EUROPE)

M/S "ERMLAND" ... ... due here on or about 6th July, 1926
M/S "MUENSTERLAND" ... ... due here on or about 3rd August, 1926

For freight, passage and further particulars please apply to
JEBSEN & CO.
12, PEDDER STREET.
TEL. C. 2225. [16

INDO-CHINA
STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

HAIPHONG	"LEESANG"	...Wednesday,	30th June, at 10 a.m.
MANILA & CEBU	"SUISANG"	...Wednesday,	30th June, at 2 p.m.
TSINGTAU via SHANGHAI	"FOOSHING"	...Thursday,	1st July, at 7 a.m.
SANDAKAN	"MAUSANG"	...Friday,	2nd July, at 2 p.m.
TIENTSIN	"CHEONGSHING"	...Monday,	5th July, at Noon.
STRAITS & CALCUTTA	"KUTSANG"	...Monday,	5th July, at 3 p.m.
HAIPHONG	"MINGSANG"	...Wednesday,	7th July, at 10 a.m.
TSINGTAU via SHANGHAI	"KWONGSANG"	...Wednesday,	7th July, at Noon.
KOBE via MOJI & YOKOHAMA	"HOSANG"	...Friday,	9th July, at 7 a.m.
TSINGTAU via SHANGHAI	"YATSHING"	...Wednesday,	14th July, at Noon.
STRAITS & CALCUTTA	"LAISANG"	...Saturday,	17th July, at 3 p.m.
SANDAKAN	"HINSANG"	...Monday,	19th July, at 2 p.m.
KOBE via YOKOHAMA	"KUMSANG"	...Sunday,	25th July, at 7 a.m.

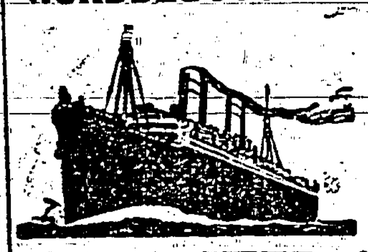
For Freight or Passage, apply to—
JARDINE, MATHESON & CO., LTD.,
GENERAL MANAGERS.
TELEPHONE: CENTRAL No. 215. [8

GLEN AND SHIRE
JOINT SERVICE OF STEAMERS.
U.K.—STRAITS, CHINA & JAPAN SERVICE.

OUTWARDS. Vessel	Due Hongkong.	HOMEWARDS. Vessel	Discharges	Leaves H'kong.
"PEMBROKESHIRE"	11th July.	"CARNARVONSHIRE"	...	20th July
"GLENIFFER"	24th „	London, Rotterdam & Hamburg via Oran.		
"GLENOGLE"	5th Aug.			

Movements are subject to change without notice.
For Freight or further Particulars, please apply to—
JARDINE, MATHESON & CO., LTD.,
THE GLEN LINE, LTD., AGENTS.
Telephones: Central No. 215 sub-ex. 23, and Central 3696. [9

NORDDEUTSCHER LLOYD, BREMEN.



FAR EASTERN PASSENGER AND FREIGHT SERVICE.

Cabin class £73. 4s. 0d. } To GENOA.
Intermediate class £48. 2s. 0d. }

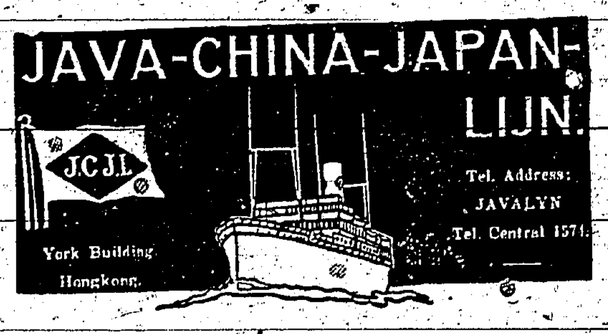
NEXT SAILINGS:

STEAMERS: *Accommodation for 100 Cabin Class and 150 Intermediate Class Passengers.	Arrival at Hongkong and Sailings for: SHANGHAI and JAPAN.	Sailings from Hongkong to: GENOA, MARSEILLES, ROTTERDAM, HAMBURG, and BREMEN via Manila, Singapore, Belawan, Colombo and Port Said.
§"FRANKEN" ...	—	About 5th of August, 1926.
*"FULDA"	15th July, 1926	22nd August, „
M.S. "KOENIGSBERG"	14th August, „	—
*"TRIER"	11th September, „	16th October, „
*"SAARBRUECKEN"	9th October, „	13th November, „
*"COBLENZ"	6th November, „	11th December, „
*s.s. "YORK"	4th December, „	9th January, 1927.
*M.S. "FULDA"	30th December, „	6th February, „
*s.s. "DERFFLINGER"	27th January, 1927.	6th March, „

§ Will call at Trieste and Venice instead of Genoa and Marseilles.

For Freight and Passage, please apply to—
MELCHERS & CO.,
Telephone C. 4557.
3, Queen's Building, Chater Road. Agents, HONGKONG. [20

JAVA-CHINA-JAPAN-LIJN.



REGULAR FORTNIGHT SERVICE BETWEEN JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJIKARANG ...	JAVA	—	30th June	SHANGHAI
TJIKEMBANG ...	SHANGHAI	28th June	1st July	BATAVIA
TJIKINI ...	JAVA & M'KSAR.	6th July	9th „	AMOY, S'HAI. & DALNY
TJISAROEA ...	BATAVIA	11th „	15th „	SHANGHAI
TJIKARANG ...	S'HAI.-KEELUNG	12th „	15th „	BATAVIA
TJIMANOEK ...	JAVA & M'KSAR.	20th „	22nd „	AMOY, SHANGHAI & DALNY
TJISAROEA ...	SHANGHAI	26th „	29th „	BATAVIA
TJIKINI ...	DALNY & AMOY	4th Aug.	6th Aug.	SOERABAIA

Wireless Telegraphy.
The steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.
For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
10]

THE BANK LINE, LTD.

AGENTS FOR THE FOLLOWING SERVICES.

NEW YORK BOSTON & BALTIMORE

AMERICAN & MANCHURIAN LINE

(Ellerman & Buckhall S.S. Co., Ltd.)

S.S. "COLORADO" ... ...Via Suez Canal...From Hongkong 2nd July.

BOSTON & NEW YORK

AMERICAN & ORIENTAL LINE

(Andrew Weir & Co., London.)

Sailings from Hongkong

M.V. "WEIRBANK" ... via Suez Canal ... ... 30th July.

UNITED KINGDOM & CONTINENT

"ELLERMAN" LINE

(Ellerman & Buckhall S.S. Co., Ltd.)

S.S. "CITY OF GLASGOW" ...Marseilles, London, Hamburg & Havre ... ... From Hongkong, 1st July.

S.S. "ROMEO" ... ...Marseilles, London, Hᵃvre & Hamburg ... ... From Hongkong, 23rd July.

FARES TO LONDON "A" 1st Class £88. 2nd Class £60.
"B" 1st Class £80. 2nd Class £55.

MAURITIUS & SOUTH AFRICA

ORIENTAL-AFRICAN LINE

STEAMER. From Hongkong July/August.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown

Through Bills of Lading issued to Beira, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay, and Madagascar.

AUSTRAL-EAST INDIES LINE.

(Ellerman & Buckhall S.S. Co., Ltd.)

Sailings from Singapore on 6th of every month by "CITY OF PALERMO" or "MALATIAN" to Java, Fremantle, Adelaide, Melbourne and Sydney, and *Vice Versa.*

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

For Freight or Passage on any of the above Lines, Apply to—

THE BANK LINE LTD [22

Tel. Cent. 4791

PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON
NEW YORK
PHILADELPHIA

M.V. "ASIATIC PRINCE" ... ... Leave Hongkong 29th June

M.V. "JAPANESE PRINCE" ... ... " " 29th July

M.V. "CHINESE PRINCE" ... ... " " 7th September

For Freight and Full Particulars, apply to—

FURNESS (FAR EAST), LIMITED.

(Incorporated in Great Britain)

Telephone: Central 3165. King's Building.

Telegrams: Furnprince. [19

KONINKLYKE PAKETVAART MAATSCHAPPY.

(Royal Packet Navigation Co. of Batavia).

THE STEAMSHIP

"VAN CLOON"

Due to sail to SINGAPORE, BELAWAN-DELI and PENANG, on the 8th July, at 1 p.m.

Offers excellent Saloon accommodation.
All lower berths. Doctor carried.
English cuisine. Wireless telegraph.

1st Class Fare to Singapore—$100.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) Service to all destinations in the Netherlands East Indies and Australia.

Agents:—

JAVA-CHINA-JAPAN-LIJN

York Building, Chater Road. [12

Telephone 1674.

P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER STEAMERS TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE, GREECE, LEVANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

Steamship.	Tons.	From Hongkong (about)	Destination.
"JEYPORE"	5,318	5th July, Noon	Singapore, Penang, Colombo and Bombay.
"KARMALA"	9,128	10th July, Noon	Marseilles, London, Antwerp and Hull.
"ALIPORA"	5,373	17th July	Singapore, Penang & Bombay
"PADUA"	5,907	19th July	Marseilles, London, Rotterdam & Antwerp.
"KASHMIR"	8,985	22nd July	Singapore, Penang, Colombo and Bombay.
"RANPURA"	16,585	24th July	Marseilles and London.
"DELTA"	8,097	7th Aug.	Marseilles, London, and Antwerp.
"MACEDONIA"	11,089	21st Aug.	Marseilles and London.
"KALYAN"	9,144	4th Sept.	Marseilles, London & Anwerp.
"MALWA"	10,941	18th Sept.	Marseilles & London.
"KASHGAR"	9,005	2nd Oct.	Marseilles, London & Anwerp.
"MOREA"	10,918	16th Oct.	Marseilles and London.
"KHYBER"	9,114	30th Oct.	Marseilles, London and Antwerp.
"MANTUA"	10,902	13th Nov.	Marseilles and London
"KARMALA"	9,123	27th Nov.	Marseilles, London and Antwerp.
"MACEDONIA"	11,089	11th Dec.	Marseilles and London.
"DELLA"	8,097	25th Dec.	Marseilles, London and Antwerp.
"MALWA"	10,941	8th Jan.	Marseilles and London.
"KALYAN"	9,144	22nd Jan.	Marseilles, London and Antwerp.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Pireaus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

BRITISH INDIA—APCAR SAILINGS

"SANTHIA"	7,754	7th July	Singapore, Penang and Calcutta.
"TILAWA"	10,006	15th July	do.
"TALAMBA"	8,018	19th July	do.
"SHIRALA"	7,841	3rd Aug.	do.
"TALMA"	10,000	10th Aug.	do.
"TAKADA"	6,949	27th Aug.	do.
"SANTHIA"	7,754	5th Sept.	do.
"TILAWA"	10,006	11th Sept.	do.

EASTERN AND AUSTRALIAN SAILINGS (South)

*"ARAFURA"	6,000	30th June, 4 p.m.	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"TANDA"	6,956	27th August	
"ST. ALBANS"	4,500	1st Oct.	

*Calls at Kolambugan.

The E. & A.S.S. Co., Ltd., steamers will also call at Shanghai, Iloilo, Cebu, Kolambugan, Tawao, Timor, Durwin, or other ports en route as inducement offers.

Frequent connections from Australia with the following:—
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI AND JAPAN

"RANPURA"	16,585	8th July	Shanghai only.
"DELTA"	8,097	9th July	Shanghai, Moji, Kobe and Yokohama.
"SHIRALA"	7,841	14th July	Moji, Kobe and Yokohama.
"TALMA"	10,000	20th July	Moji and Kobe.
"MACEDONIA"	11,089	22nd July	Shanghai, Moji & Kobe.
"TANDA"	6,900	3rd Aug.	Moji, Kobe, Osaka and Yokohama.
"KALYAN"	9,144	5th Aug.	Shanghai, Moji and Kobe.
"TAKADA"	6,949	6th Aug.	Shanghai, Moji and Kobe.
"SANTHIA"	7,754	15th Aug.	Shanghai, Moji and Kobe.
"MALWA"	10,941	19th Aug.	Yokohama only.
"TILAWA"	10,006	20th Aug.	Shanghai and Kobe.
"TALAMBA"	8,018	3rd Sept.	Shanghai, Moji and Kobe.
"KASHGAR"	9,005	3rd Sept.	Moji, Kobe, Osaka and Yokohama.
"ST. ALBANS"	4,500	7th Sept.	Shanghai, Moji and Kobe.
"MOREA"	10,918	16th Sept.	Shanghai, Moji and Kobe.
"KHYBER"	9,114	1st Oct.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,000	5th Oct.	Shanghai, Moji & Kobe.
"MANTUA"	10,902	16th Oct.	Shanghai, Moji & Kobe.
"KARMALA"	9,123	29th Oct.	Shanghai and Kobe.
"DEVANHA"	8,155	30th Oct.	Moji, Kobe, Osaka and Yokohama.
"TANDA"	6,955	2nd Nov.	Shanghai, Moji and Kobe.
"MACEDONIA"	11,089	13th Nov.	Shanghai, Moji and Kobe.
"DELTA"	8,097	27th Nov.	Moji, Kobe, Osaka and Yokohama.
"ST. ALBANS"	4,500	7th Dec.	Shanghai, Moji and Kobe.
"MALWA"	10,914	10th Dec.	Shanghai, Moji and Kobe.
"KALYAN"	9,144	24th Dec.	Moji, Kobe, Osaka and Yokohama.
"ARAFURA"	6,000	4th Jan.	

All dates are approximate and subject to alteration without notice.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

*Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

All Cabins are fitted with Electric Fans free of charge.

Steamers on London and Australian lines are fitted with Laundries.

Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For Further Information, Passage Fares, Freights, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.

P. & O. Building, Connaught Road Central, HONGKONG. Agents. [1

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fans in Staterooms, Saloons and Excellent cuisine.

FOR

AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIHONG ... ... Capt. Ellis Walker ...Friday, 2nd July, at 10 a.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return by the same Steamer by the "HAI-NING," "HAIHONG" and "HAICHING" at the Reduced Rate of $90.00 including Meals while the Steamer is in Port.

For Freight and Passage apply to—

DOUGLAS LAPRAIK & CO.

General Managers.

8]

CHINA NAVIGATION CO. LIMITED.

BANGKOK ...	"KIUNGCHOW"	... On	30th June, Noon
SHANGHAI	"SUNNING"	... On	1st July, 6 a.m.
HOIHOW & HAIPHONG	"CHINHWA"	... On	1st July, 10 a.m.
SHANGHAI & TSINGTAO	"LINAN"	... On	3rd July,
AMOY & SINGAPORE	"KWANGCHOW"	... On	3rd July, 4 p.m.
SHANGHAI	"YINGCHOW"	... On	4th July, 6 a.m.
AMOY & SHANGHAI	"SINKIANG"	... On	6th July, 8 a.m.
SHANGHAI	"SOOCHOW"	... On	8th July, 6 a.m.
SHANGHAI & NEWCHWANG	"NANTING"	... On	8th July, 4 p.m.
SHANGHAI & TSINGTAO	"CHENAN"	... On	10th July, 6 a.m.
SHANGHAI	"SUIYANG"	... On	11th July, 6 a.m.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.

Telephone Central 36.

"CARGO AND PASSAGE CAN BE INSURED AT THE OFFICES OF BUTTERFIELD & SWIRE."

AUSTRALIAN-ORIENTAL LINE, LTD.

"CHANGTE" & "TAIPING"

These New Vessels maintain a Regular Service for

HONGKONG TO AUSTRALIAN PORTS,

VIA MANILA AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

Excellent & Most Up-to-Date First & Second Class Passenger Accommodation.

HONGKONG to SYDNEY—19 DAYS.

Steamer.	Due Hongkong on or about	Sailing hence on or about
TAIPING	14th July	21st July, Noon
CHANGTE	13th August	18th August
TAIPING	12th September	17th September
CHANGTE	11th October	16th October

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.

Telephone: Central 36.

DODWELL & CO., LTD.

NEW YORK BERTH.

LOADING FOR BOSTON AND NEW YORK VIA SUEZ.

M.V. "RABY CASTLE" ... ... Sailing on or about 10th July.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILLS OF LADING TO GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE

"A" CLASS: £72. 10s. 0d. "B" CLASS: £66. 0s. 0d.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI

From Hongkong.

S.S. "VENEZIA" ... ... Sails 5th July.
S.S. "ROSANDRA" ... ... Sails 5th August.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hongkong.

M.V. "ESQUILINO" ... ... Sails about 7th July.
S.S. "VANEZIA" ... ... Sails about 31st July.

NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMBINGA" ... ... Sails from Calcutta about 31st July, via Rangoon and Colombo.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines, apply to—

DODWELL & CO., LIMITED.

Agents.

Telephone: Central 1030. [17

BOSTON NEW YORK & BALTIMORE

Joint Service of the

BLUE FUNNEL LINE

(OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.)

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "COLORADO" ... ... Via Suez Canal ... 2nd July.
S.S. "LAOMEDON" ... ... Via Suez Canal ... 16th July.
S.S. "CITY OF BEDFORD" ... ... Via Suez Canal ... 30th July.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For Freight and Particulars, apply to—

BUTTERFIELD & SWIRE, HONGKONG AND CANTON. THE BANK LINE, LTD., HONGKONG. JARDINE, MATHESON & CO., LTD., CANTON. [21

POST OFFICE NOTICE.

GENERAL HOLIDAY.

On July the G.P.O. will be open from 8 a.m. to 9 a.m. only, from 9 a.m. to 12 noon, from 2 p.m. to 3 p.m. only, from 5 p.m. to 6 p.m. only, and one delivery of [illegible] will be made.

[illegible] to Hongkong and Canton [illegible]

OUTWARD MAILS.

[illegible]	[illegible]	[illegible]
Japan (Letters only)	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]